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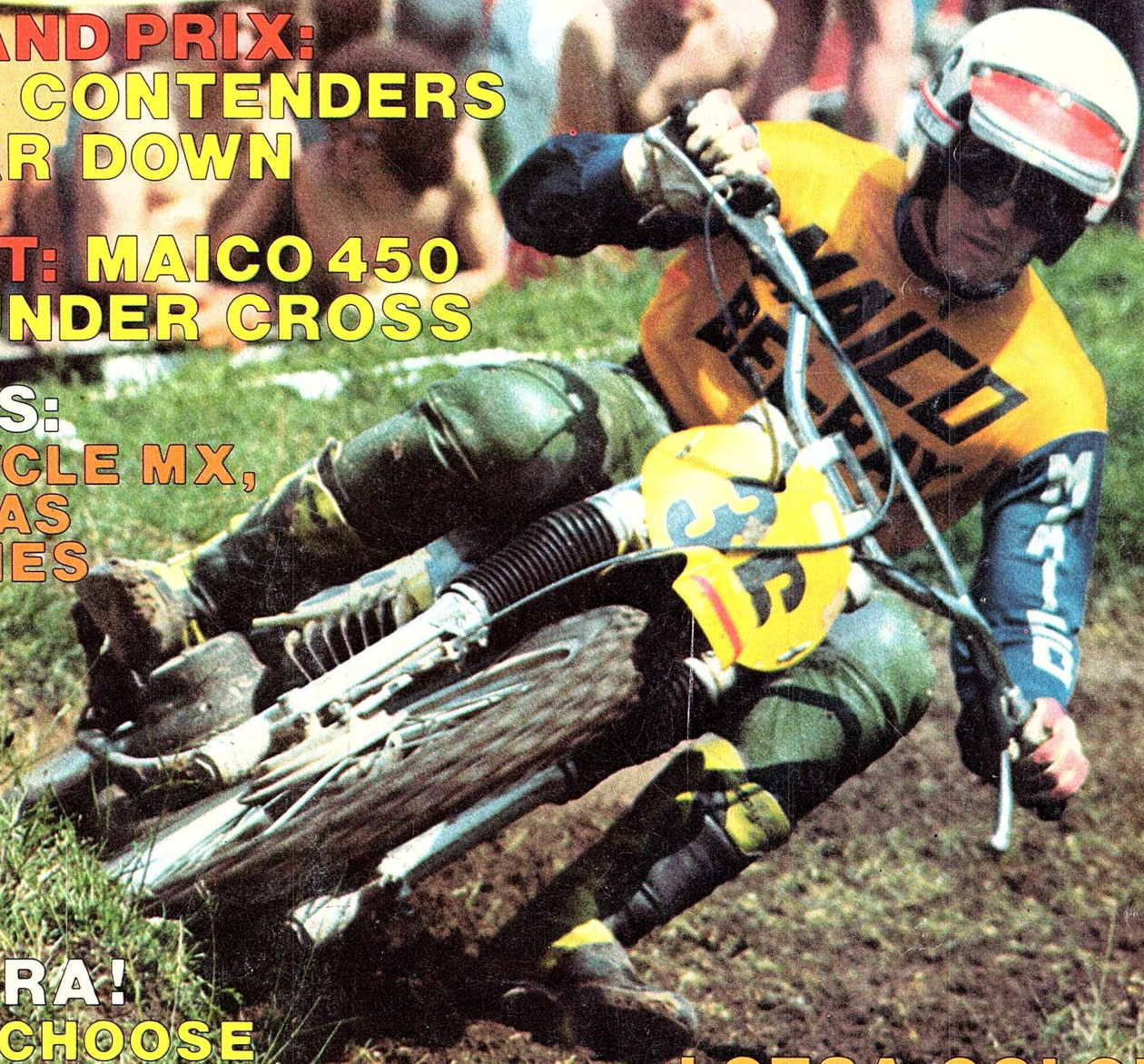
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ACTION MAGAZINE

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NUMBER TWELVE

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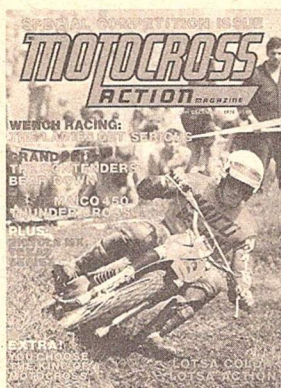
ODDS AND ENDS

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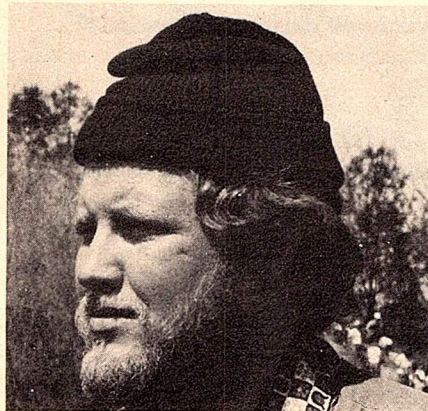
Adolf Weil, the "old" man of the World GP circuit, is caught by the nimble-fingered David Maltais and his Super Brownie as he bends the big-bore Maico through the grassy turns of the Danish 500 GP at Nissebjerget.

NEXT ISSUE ON SALE DECEMBER 3



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WFO



A NEW KING OF THE HILL

Well, it's over. Heikki Mikkola is the new 500cc World Champion, and Roger DeCoster has lost his bid to be the first man in the big-bore class ever to win four in a row. Good feelings and bad feelings. Bad, because Roger's a nice guy and a great champion, and you hate to see him lose it. Good, because no one deserved the title any more than Heikki Mikkola, the original Feral Finn and a man who's worked a long time for this one.

But there's a feeling of ambivalence, a feeling that it's not all as clear-cut as it should be to do justice to both men. A man should win the world championship simply because he's the best rider. And while Heikki may well have been the best rider on the open class circuit in 1974, we'll never know for sure because of the disparity in the motorcycles on which the contest was fought.

Heikki Mikkola's Husqvarna 360 was clearly the superior machine on the GP trail this year, especially when compared to the monumentally unreliable Suzuki which DeCoster had to ride. When Mikkola crossed the finish line in Luxembourg after the second moto, his Husky had finished 55 consecutive motos. Yet the bike did not seem to sacrifice speed for reliability. DeCoster's bike, on the other hand, seemed to break with predictable regularity, failing to finish about one moto in two.

That he came as close to retaining his title as he did is a tribute to his skill. But no matter how many times you win the second moto, if you DNF the first, the other good riders are going to be up on you. Two fourths beat one first any time, and Heikki was picking up mostly firsts and seconds.

Observers of the international motocross scene spent most of the past season waiting for DeCoster's bike to come right. After all, Roger had been plagued with early season suspension problems in 1973, but things had come together in time for him to retain his championship — by two points. It was not unreasonable to expect a repeat of that performance, especially after the Suzuki team's sweep of the U.S. Grand Prix.

But in 1973 DeCoster, in desperation, had solved his problems himself. In 1974, faced with a bike which apparently could not consistently stand the pace of Grand Prix competition, the problem was beyond him. Whether the Suzuki's fragility was a matter of design failure or of the failure of the factory mechanics to do the job, it was not a problem with which DeCoster could be expected to cope. Using years of riding experience and a native inventiveness and intelligence to solve a suspension shortcoming is one thing. Redesigning a competition machine in the middle of the Grand Prix season is another. While individual component parts (like suspension) are in a constant state of flux these days, there is no time once the season has begun to develop and test a new motorcycle — especially if the rider is in competition for the world title. When it comes down to points every weekend, the Grand Prix riders ride what they bring just like everyone else.

Apparently Suzuki — once on the top in the technological development of Grand Prix racing machinery — needed a "down year," a year for the design, development and sorting-out of a new generation of racing

machinery. But when your number one rider is a world champion trying to establish a record for consecutive championships won, you can't take time off. So as things stand now, Suzuki still needs a down year, and they just may get the opportunity. After the events of the past year, no one could really blame Roger DeCoster for looking at a couple of other marques with a wistful gleam in his eye.

The point has been made. In Grand Prix racing, nothing stands still anymore. Marques are going to have off-years regardless of their previous successes. The competition is too intense, the interest too widespread and — most importantly — the money involved too great for a company to be able to get away with resting on its mechanical laurels for a year or so. Constant successful improvement of an already successful product is the only key to continued victories on the Grand Prix circuit, but no one seems to have really found the formula yet.

Suzuki, in all fairness, is not the first factory to experience this problem. Everyone has and does, and the only real difference is how the factories go about dealing with it. Some, like Suzuki and Bultaco, put their riders onto quickly developed "competitive" machinery which is in fact not competitive because it fails so frequently. Others, like Husqvarna in the past few years, have put their riders on bikes which were simply not truly competitive with the best machinery in the class. Neither option is particularly easy on the riders, coming down as it does to the question: "Would you rather go slow or break a lot?" Corporate decision-making being what it is, though, riders are rarely even asked what they'd rather, so bitterness is added to the frustration of losing.

But nothing goes on forever. If the factory has its act together, it can eventually get its bike back on top. Ask Husqvarna; ask Heikki Mikkola.

Congratulations guys. *

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RIDER OF THE YEAR READERS' POLL



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1974. The winner will be announced at the 1975 Daytona Invitational Motocross. THIS IS YOUR CHANCE TO CHOOSE THE GREATEST MOTOCROSSER OF ALL!

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VOTING BALLOT**

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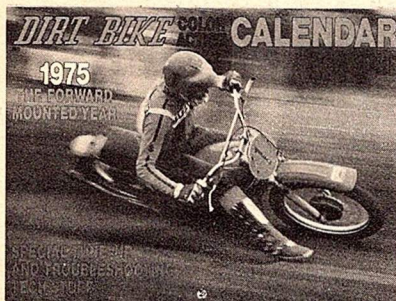
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by Paul Boudreau

**SO I SAID TO MY BIKE,
'BIKE ...'**

It was a day like any other day, Saturday-type days. My mother kicked me out of bed early ("C'mon, it's time to get up." Why? "Because it's *time*." Jeeze.) I wolfed down breakfast, caught the Bugs Bunny-Road Runner Hour and headed out to the garage for my weekly ritual of getting Fang the Sang ready for Sunday's race. Like I said, it was a plain, normal Saturday. Nothing to indicate that the next few hours would bring about events that would change forever my attitude about bikes.

Fang was sitting out in the garage behind the dented Radial Flyer wagon my mom used for a target when parking the family Mercury. Good ol' bike, Fang. Wasn't too fast and it was pretty heavy, but it handled good and it only lunched a piston about every other race. I rolled it to the middle of the floor and set it up on my custom Sealtest bike stand, giving the alloy front fender a loving pat which dislodged about three pounds of dried mud into my open toolbox. Hmm.

Lessee. I think I oughta fix that loose brake pedal thing there first. Phillips screw, eh? Hum. I'll just use this regular flat blade jobbie here and ...

"Ow."

What? Who said that? Huh,

must've been that Harvey Wallbanger I had last night. Now, where was I ...

"Hey, man, cut it out!"

Holy sh ... That voice! It was coming from Fang the Sang. Oh, man. That Wallbanger did more than I thought.

I tapped on Fang's expansion chamber with the handle of my screwdriver. "Hello? Are you in there? Who are you?"

"Who do ya think, dummy? It's me, your bike. I just want you to do me a favor, all right? Quit using a flat bladed screwdriver on my Phillips screws. It bothers me, man."

"Oh. I didn't know ... I had no idea ... you ... I ..." I was absolutely flabbergasted. Fang the Sang, my motorcycle, talking to me out here in the garage. This was too much.

"Look, I'm really sorry. I didn't know I was hurting you."

"It's all right, man. Like, don't let it bother you. It just bugs me the way some people treat motorcycles, dig? It's like *unhuman*. Look, do me a favor, will ya?"

"Sure, what? Anything."

"Grease my swingarm bushings, will ya? They've been dried out for about a month and they're really starting to chafe. Like I'm getting a *rash*, man."

Dazed, I went about removing the swingarm, being extra-careful to use the proper wrench for each nut and bolt and keep my well-worn set of vice grips out of sight. Finally, while removing the left shock, I blurted out, "Hey, I didn't know motorcycles could talk."

"Sure, sure. We just don't usually talk to *people*. I made an exception in your case."

"Why, thank you. Tell me, do I treat you all right? I mean besides using the wrong screwdriver."

"Oh, yeah. You're better than most. I really like the way you soak my chain in oil after the race. Feels good, man. And you keep my cables lubed and my brake pivots greased. You're a pretty good owner. Oo, watch my torque link there."

"Ooops, sorry. Is there anything I could do extra for you, like something you've been hankerin' for?"

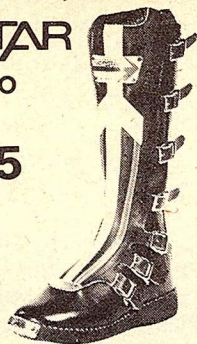
"Yeah, man, lean a little closer.

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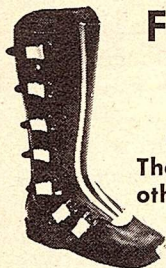
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"Hey, I could give it to you all the time."

"No, no, man, don't do that. That'd freak me out. You know those new Japanese bikes? They get their oil injected right in their *cranks*, man. Can you imagine that? Mainlining *Blendzall* right into your *crank*? That's far out, man. No wonder those Jap bikes are soso freaky. No, man. Just a little bit. Once a month, like. Little more grease on my left bush."

"Huh? Oh yeah, sure. Hey, how come you're always blowing pistons?"

"Oh yeah, that. I don't know, man, it's like just something I do. Like something is wrong somewhere and I can't control it. Everything will be going along fine, really gassing it, and then I just flip and blow my piston all over the place. I think it might have something to do with the time I had to stay with my uncle when I was a little mini bike. My uncle was weird, man, really weird. The original 360 El Bandito. I think the experience really screwed me up. Try not to get any dirt on my pivot bolt."

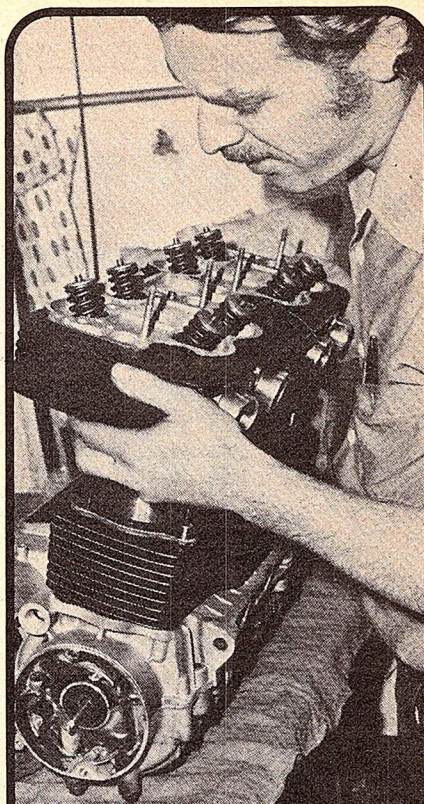
"Right."

"And another thing. Don't put 50-weight oil in my forks. Gives me a headache, dig? Thirty-weight is OK, 40-weight tops, but no 50-weight, all right? On a cold morning it's like trying to walk through two feet of peanut butter."

"Gotcha. Anything else?"

"Well, yeah, my springs are starting to get a little saggy and I could use some fresh gear oil and it's about time my spark plug was changed and maybe we could..."

Thus began a whole new relationship between me and motorcycles. Not just Fang the Sang, but any bike I ride. They've all got little ways of telling you what they need, how they can be made to work better. You've just got to get close to them. Really, when's the last time you sat in the garage with your bike and had a nice, long, friendly chat? *



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CHECK WITH THE CHAMP

by Jeff Smith



I am planning on getting a new bike, but don't know whether I should get a 125 or 250. I'm 14, 5'11" and weigh 137 pounds. I think I am too big for a 125; what do you think?

Mike Kugler
McCook, Nebraska

125 racing is coming of age. In Europe we saw the creation of the World Cup for 125s last year. 1974 saw the creation of an American 125 Championship, with Marty Smith winning that series. Marty is near your height and I would say heavier, so your size hardly needs to worry you. It often happens that the 125s actually lap faster than the larger machines. This is partly because

they are lighter, but also the fact that they do not produce so much power as their heavier cousins makes them easier to ride. More people can use all of the available power. Today's 250s are extremely explosive and therefore more difficult to ride. Power, while at times a blessing, can also be a curse. You can get yourself into a lot of trouble. Of all the statistics you have given the most important is your age — at 14 I think a boy should ride a 125 and have fun. And learn.

I have trouble using "body English" in riding and racing. I've already messed up my knee due to this, and lost a couple of motos too. Could you please tell me how

to do it? I know *when* I'm supposed to, it's just that if I do get lucky and get into the right position I look like a cat that just got 1000 volts pumped into it, with legs all over the place, and I usually have to quit because of injuries sustained in the extreme lower abdomen.

Dan Rathermed
Loysville, Pennsylvania

Being an Englishman, I must confess to being amused every time I hear the phrase "body English." Like those other curious Americanisms, "WFO," "DNF," "bitching" and "haulin' ass," I didn't know what they meant until they were explained to me. The supreme artist of "body English" is, strangely enough, an Irishman — or more accurately an Ulsterman — Sammy Miller, the trials champion. There is little or no use for its application in motocross, since anyone who is leaning the opposite way to the motorcycle is trying to correct a mistake. It may be applied on slippery or loose corners where the rider will attempt to keep the machine as vertical as possible by swinging his body to the inside of the corner, but it is a rare application and usually accompanied by dragging the inside foot.

Why you should look so strange or damage those delicate parts of your body is beyond me — since "body English" is a natural reaction to the possibility of falling over, perhaps you should allow your subconscious to decide when to apply it and not allow your masochistic tendencies to tempt you into the painful situations you describe.

Here on the East Coast there's a rumor going 'round that Rokon is going to manufacture a motocross bike. What do you think of the

idea of an automatic motocrosser?
 Jack Sample
 Intercourse, Pennsylvania

An automatic motocross machine would be difficult to ride with currently available transmissions. One obvious requirement would be an ability to hold any gear, and this is not possible yet. Another problem to overcome would be the tendency of an automatic to run-on or free-wheel on shutting down the engine. The weight of the Rokon would also work unfavorably with regard to racing.

The basic idea with certain refinements might work, but the application is still a long way off. The area of greatest interest would be just after the start, where one could hope to achieve maximum torque and an ideal change pattern along the starting straight.

It will be interesting to see if the rumor is correct.

Can you tell me why Japanese bikes are more expensive here in Canada than they are in the States? Prices in Vancouver are about \$400 more (on a \$1000 bike) than they are in Seattle. It's an even bigger drag because all the trick accessories like fenders, etc., are all higher too, because they come from the U.S. and they've got this neat tax across the border.

Ron Seversen
 Qualicum Beach
 British Columbia

The answer that immediately springs to mind is that perhaps Canadian dealers are more grasping! However, you have the answer partly in the tax application and no doubt because of the smaller sales volume and long haulage distances, transport to and once inside Canada is very costly.

I am seriously thinking about trying to revitalize the four-stroke in motocross racing. I recently read where the Honda XL-250 did a real fine job in the Houston Astrodome short track, and can see no reason why they couldn't be competitive in motocross.

Do you believe that with a special frame and a power kit to boost the XL-250 to around 25 bhp the bike would be competitive? Many people I've talked to think it would be a waste of time and money.

Gerald Rhea
 Monmouth, Illinois

That the four-stroke is not and cannot be competitive is a myth perpetrated by the two-stroke lobby and the press in the late '60s. It was helped immeasurably by the financial collapse and thereby the physical demise of BSA. Once BSA ceased to race those delightful four-strokes, only vestigial traces are available on the motocross circuits of the world to remind us that the four-stroke once ruled the roost.

The Phoenix, however, may yet arise. There are strong forces (not least the pollution regulations both for noise and emission) which are working in favor of the four-stroke. One of the curious facts of the human state is that we seldom or never recognize the "golden days" until they have gone. One of the most thrilling sounds, now seldom heard, was that of a four-stroke single-cylinder engine with generous valve overlap snarling at the paddock gate. To complete the effect, there must be the pungent smell of burnt Castrol "R" in the air. Gerald, I have not answered your question directly, but if you can contribute to the return of those more leisurely halcyon days, then do it — and to hell with what people say! *

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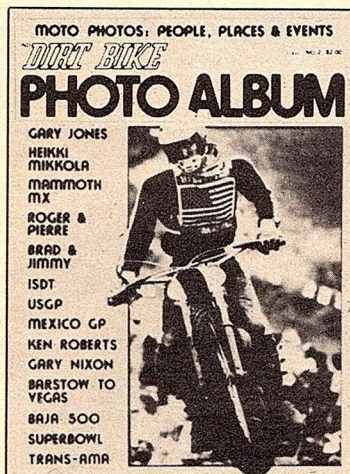
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1975 DIRT BIKE PHOTO ALBUM



The photographs are drawn from the National MX circuit and the European Grand Prix (Gary Jones, Heikki Mikkola, Jimmy Weinert, Roger DeCoster and Brad Lackey are some of the names featured); from Southern California desert races and the international Baja 500; from the enduros and ISDT; from local competitions held as far away as Mexico & New York; and from the Grand National Skiddin' Trail (with stars like Gary Nixon and Kenny Roberts).

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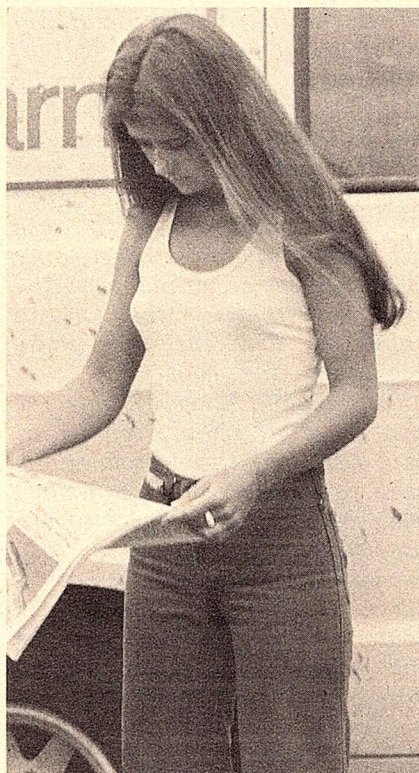
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DIRT

HOT FLASHES AND COLD SWEATS: Heikki Mikkola, if you hadn't heard, is the new Open Class World Champion of motocross. Heikki won the first moto at Luxembourg after Roger DeCoster experienced bike failure. How many times does that make this year? Roger took the second moto in a gesture of *noblesse oblige*. Congrats to the Feral Finn, and look for the complete story in an upcoming issue.

* * *



Who is Nils-Arne's sister, you ask? This is she. Aren't you glad you asked?

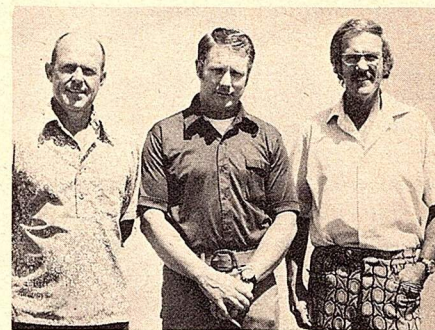
* * *

One more thing about Honda. We notice that all Honda ads about their racing victories now contain, in fine print, the words: "Team Honda bikes are factory prepared." We applaud American

Honda for their honesty in advertising and their quick response to our pointing out this omission several months ago.

* * *

HAPPY 20th YOU MUTHA.....s! That's what the makeshift banner said nailed up inside the Bond, Parkhurst, warehouse. The occasion was a surprise party honoring Tom, Neil and Bob of Webco Inc., who have



passed the 20-year mark in the accessory business. The surprise function was attended by bike people from all over the states and former four-time World Champion Torsten Hallman, on a rare trip from Sweden, happened by also. Even "smilin" Malcolm Smith was there. It was a fitting tribute to a bunch of good guys who have helped many a racer on his way up. Jeff Heiniger hosted the "no women allowed" affair. There was more bench racing goin' on that night than at the Ole-Timers' MX World Championships.

* * *

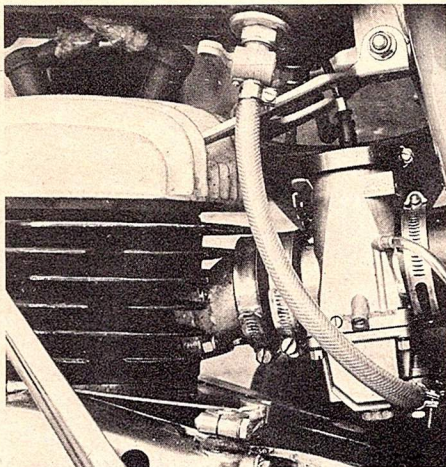
Someone sent "Dirt" a copy of the spiffy program used at the first annual Midwest Motocross Classic promoted by Omaha's KOIL radio. It looked like a **MOTOCROSS ACTION** publication inside the glossy cover. We admire their selection, but they might have asked.

* * *

Equal time: Tell me the factory 360 Husqvarnas weren't running spot-on at the USGP. If Mikkola wins the World Championship it's because DeCoster got flat out-biked — just like at last year's USGP. Now, if Husky can only give us a production version of the 360 that's as good as their 250, we'd have something going. At least it's safe to say that after a

long layoff, Husky is definitely back in the open class. 'Ray.

* * *



This here (it is here, isn't it?) photo is a rendering of the new 36mm Amal "block" carburetor which Bengt Aberg is now running on his 360 Bultaco. MXA's man in Europe, David Maltais, sent us the photo, along with the information that while at 20 paces (they measure funny in Europe) it looks kinda like a Mikuni, inside it's a whole new ballgame. The "block" features new placement of the main and pilot jets to allow more mixture to get into the cylinder than Amals have been able to manage in the past. The monolithic mixmaster seems to be working pretty well thus far.

* * *

Southern California funk has struck again. As you may recall, MXA's first editor, Pete Szilagyi, decided about a year ago that he could no longer handle the vibes in smogland, so he took off to become a wealthy gentleman chicken farmer in the wilds of Texas. Now, Mike Kerley is taking off for the chilly climes of Ontario, Canada, where he plans to raise caribou and forget about adobe motocross tracks forever. "Loam," he was heard to cackle, "they got real dirt up there!" Asked if he wouldn't miss the excitement and glamour of Southern California, Mike went on for two hours in a vein which would have caused the local Chamber of Commerce to have terminal apoplexy. Didn't repeat himself once, either.

* * *

Cont'd on page 18

SPECIAL HOLIDAY OFFER FROM

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MAIL ENTRIES

GOD'S WILL???

I am writing to ask for your support of total metrification of the motorcycle industry. It was God's divine will to give people ten fingers, not 12 fingers or three feet; and ten being a digit of primary importance to the metric system (also easier to multiply and divide by), it only goes to prove that God exists and that the metric system is better. Also, no one, except for the odd (definitely) Harley or Triumph owner, can use those useless inch-type bolts on their scoots.

Roger Botting
Hamilton, Ontario

WHAT'S YOUR NUMBER?

I would like information on where to get forms and/or papers in order to become a motocross racer. I would be very pleased if you could help me out.

Wayne Roseman
Edison, New Jersey

Contact "Big Brother" at 1600
Pennsylvania Ave., Washington D.
C. For the right price, he can
handle anything.

HONDA BLOWS OFF KAWASAKI

I own a totally tricked out Elsinore 125 with a GP kit on it. The power output is unreal. Two buddies of mine each have a KX125 and they're both tricked out as much as possible. I raced my Elsie against those two KXs and flat blew them off. You better tell those other mags that are bragging the hell out of Kawasaki's "superbike" KX125 to get their act together and cool their jets. The KX isn't as quick as they say it is.

T. Forespring
Olympia, Washington

DICK MILLER AND PRESTON WHO?

There is one thing you guys keep saying that really bothers me. Time after time you say a motocrosser is no good for enduros. Dick Miller and Preston Whatshisname are living proof that motocross bikes can win enduros. I can think of only one minor drawback and many benefits. The drawback is having to shift more often to make use of the powerband. Some of the benefits are more power, better handling (than the foo-foo bikes) and a bike that is a lot more fun to ride. So clear it up once and for all!

Marty Arkin
Oak Park, Michigan

Sez you.

WHAT'S A GILERA?

How about Santa Clara Gilera and Buena Park Monark? Thornton Norton? Is it OK to use street bikes?

Mark Paulsen
Parker, Colorado

IT'S A LETTER FROM NANCY

Thank you so much for your support at the race. How did it feel to be rooting for Ms. Crash & Burn of the weekend? I'm starting to recover at last. Had to get a week off work. Can't climb telephone poles very easily with a stiff leg. Hey, last time MXA came in the mail, all we got was the cover and nothing else! That's torture. Thanks again to Baz and Kenny Zahrt.

Nancy Thomas
Applegate, Oregon

Aw shucks. 'T'wer'nt nothin'.

RIDER 537, WHERE ARE YOU?

On page 50 of your August issue you had the name of Bruce Baron and of Pierre, but you didn't have the name of Cole Bros. No. 537. Who are these people, you ask? No. 537 is probably one of the greatest up-and-coming riders this country has to offer. But he may be forced out of racing because of financial reasons. He has come this far on his own. Not one bit of factory or shop help. He even has to pay for his spark plugs. He does get free jerseys. He wants to be a professional racer — this is not just a Sunday game with him. He has the ability to be the number one champion of motocross. All he needs now is a little help.

In one of his last races, he completely ran away with the entire three motos, leaving 30 other pros in the dust. If you like press clippings, we have a duffel bag full. Oh yes; this fantastic young man's name is John Hryniewicz — pro motocrosser doing it on his own.

E. C. Hryniewicz
S. El Monte, California

So that's what that means.

CZ MEETS BLUE

I live out in the desert with my family in an old shack. I have nine brothers and six sisters and my parents have a hard time supporting us. Recently the motorcycle club in town sponsored a desert race that went by about a half-mile from our house, so I went over to watch. Afterwards, when I was coming home, I found a CZ someone had abandoned. It was in pretty bad shape, but I took it home and started to restore it.

After about a month and two crescent wrenches later, it was finished. Every month I scrape up enough money to go into town and buy your magazine, then I look at all the trick stuff that is done to the factory bikes. I do as much as I can to mine. My father has an old welding machine, and I have already moved up my shocks.

What I want to know is, what can I do to my stock CZ pipe to give my bike more power? I have a welder, so I can cut it up and reweld.

My dog Blue doesn't believe I wrote this letter, so please print it in your magazine.

Bashful
Globe, Arizona

Hmmmm. Assuming we're not being taken, we'll have to tell you to write back and tell us what the year, model and displacement of your foundling are. Do that, and maybe we can help you out. In any case, give Blue a lick for us.

THE PRINT EXPLOSION

I was reading your June issue and saw Gary Bailey's book on how to ride motocross. Then I bought your July issue and in it are two more books — one by Ake Jonsson, and one by Jeff Smith. I am confused. If I want to ride like Ake, do I buy his book? If so, where is DeCoster's book?

Oh yeah. And whatever happened to Heikki Mikkola?

Danny L. Hall
Palmdale, California

They're all good books. Bailey's is more technical and explicit, while Jonsson and Smith concentrate more on general riding and conditioning techniques. DeCoster hasn't written a book, though we'd be surprised if he didn't eventually. Heikki Mikkola? As this is being written, Heikki has a 20-point lead in the world 500cc points race — which is a nice thing to have happen to you.

SAVE OUR SOULS

While reading *Cycle World* mag, I saw a comparison test on the four Japanese 125s. They said you have to torque the Elsinore through turns by clutching it. They also said that the Elsinore had no power under 5500 RPM. This is true, but who's going to run it under 5500 RPM? Further-

Cont'd on page 59

Season's Greetings

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WRENCH WRACING

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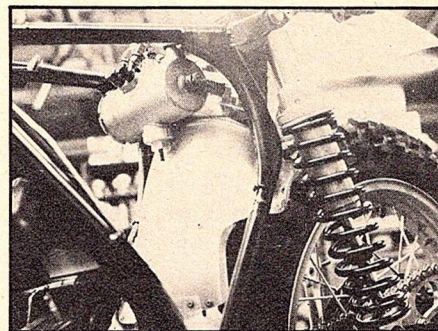
I noticed the shocks on Roger DeCoster's works Suzuki have a remote fluid reservoir. Since I've been working on such a system, I would like to know if the oil in DeCoster's shocks is pumped in and out of the reservoir by some means, or if it is just there to give and take as it wants. I diddled with the little spring plates (poppets) on the piston in my shocks so that they would pump the oil out of the top and suck it in at the bottom on each stroke.

Tod Anderson

Big Rapids, Michigan

The remote reservoir concept of shock fluid cooling seemed to have originated in the racing department of American Honda a couple of years ago and first showed up on the Elsinore prototypes developed by the Jones family. The system really got dialed in last fall on Rich Eierstedt's RC250, and at the beginning of this year in a forward mounted setup, and became known as "the frosties" because of their ability to remain cool on even the toughest tracks. After much eyeballing and chin-scratching by DeCoster and Jimmy Weinert, similar versions of the remote reservoir shocks showed up on the RN Suzukis and Weinert's 400 Kawasaki. The shocks, mounted upside down, pump oil out one tube into the reservoir and draw in a fresh charge from the reservoir through a second tube by a system of one-way valves installed in the lines. A third set of one-way tubes connect the two shocks to each other, thus equalizing the shocks and interconnecting the whole system on a one-way basis. A shock can only work upside down if the fluid level is constantly maintained above both the compression and rebound damping valves. Right now, Roy

"Tuner" Turner of American Honda is continuing the development of the remote reservoir shocks on the RC400 prototype, since the "frosties" on the RC250s have been replaced by very deluxe air/oil suspension. (Bet ya didn't think we knew all that.)



RC400 Honda

TORQUE? HORSEPOWER? WHAT IS THIS?

I was reading the 125 comparison test in *Cycle World* and they said the major problem with the Suzuki was that at the point where the most torque was produced, there was a big drop in horsepower, but that it could be helped with some porting. Have you ever heard about this, and if so, what needs to be done?

Todd Jiral

Chesapeake, Virginia

Never heard of them. See Suzuki Hop-up, August MXA.

BLUEPRINTING

What is "blueprinting" and what will it do for a bike? If blueprinting helps, how is it done?

Keith Gillespie

Omaha, Nebraska

When a production motor comes off the assembly line, its working tolerances and dimensions (i.e. piston clearance, port timing and dimensions, transfer port match-up, etc.) aren't up to optimum levels. In order for a finely tuned racing

engine to run at its designed output, these tolerances must be brought up to specs by grinding, machining and even replacing the components. In other words, rebuilding the engine by hand. Since it is not economically feasible for the manufacturers to perform this operation, "blueprinting" is usually done by a dealer or racing specialty shop. Blueprinting makes the motor run cleaner, crisper, stronger and longer, and should be done before the bike is even raced. For a short lesson in blueprinting, see the August \$100 hop-up thing and the October Honda setup article.

IS IT THE BIKE OR THE RIDER?

I have a Honda 125 Elsinore (doesn't everyone?) and race it at Lake Whitney, Texas, where they have a whole lot of whoop-de-dos which make my rear end pogo and bounce around a lot. Sometimes I eat it. I had the shocks moved forward and it helped a little but I still get tossed around. I saw an ad in your August issue for a pair of GP Koni shocks (\$115). Would they solve my problem or is it just

me not knowing enough how to ride the whoopies?

Steven Romine
Waco, Texas

Ah HA! Methinks you have stumbled upon the root of the problem. MOTOCROSS ACTION applauds your mature insight and remarkable recognition of the limitations of your present abilities. Many riders spend hundreds of dollars trying to improve the speed and handling of their bikes with nary a thought to improving their own riding technique. Yes, Steve, the Konis would probably improve handling a little, but maybe not \$115 worth. A conscientiously applied program of whoop-de-doo gassing would probably improve handling ten times more. Next time Kent Howerton or Steve Stackable are down at Lake Whitney, study how they handle the whoopies and see if you can copy their style. When you get so your bike doesn't hop around so much and you don't eat it any more, then get the Konis or whatever shock you choose and see the difference it makes. You'll dig it. *

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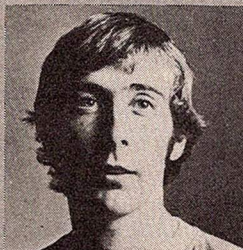
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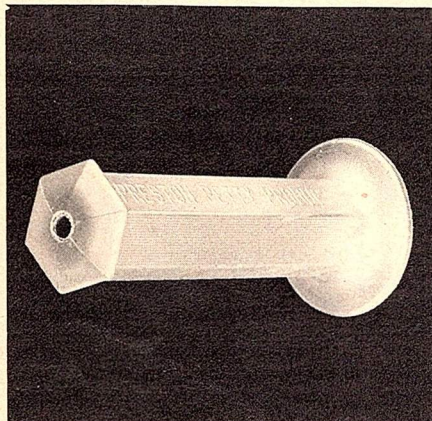
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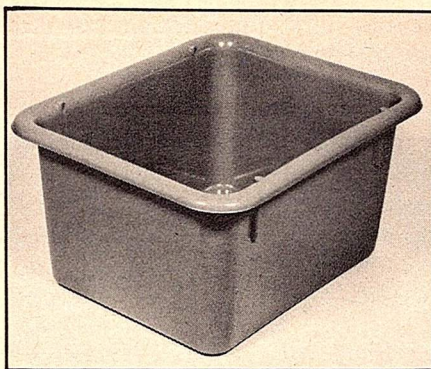
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TRICKS FROM THE TRADE



SOFT AND STICKY

More trickery from Oregon. Preston Petty Products is now marketing their revolutionary new Hex-Grips. Based on the principle that a human hand in a gripping posture forms six distinct flat surfaces (it's true, count 'em), the Hex-Grip uses a hexagonal shape to give your hands grip, or traction, on the grip, rather than the conventional ribbed approach which can cause blisters. According to PP Products, the Hex-Grip conforms to the shape of your hand in the same manner as a socket engages a bolt head. Since this type of engagement does not depend on surface friction, much less physical effort is required to maintain control. Instead of squeezing harder in rough going or when the grips become wet, the rider merely has to maintain the shape of his hand to prevent slippage. Hex-Grips are made from a special rubber compound that is especially formulated to be sticky even when wet, according to PP. Tested under motocross, road riding and Baja racing conditions, Hex-Grips are available from local distributors. Or, write Preston Petty Products, Dept. MXA, 403 N. Main Street, Newberg, Oregon 97132.



WE KNEW IT WOULD HAPPEN

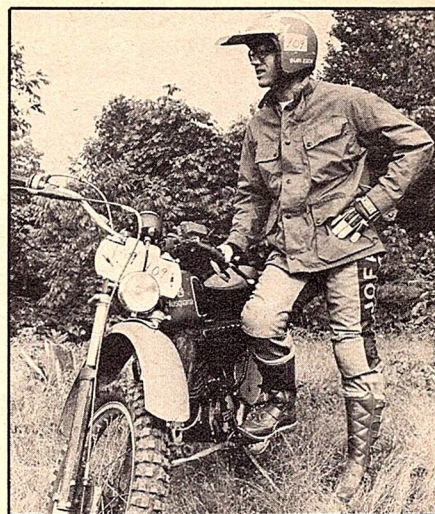
Preston Petty has gotten completely out of hand. Not content to manufacture 18 (it must be) fender configurations, and who knows how many tool kits, number plates, bash plates, etc., ad plasticum, the Madman of Newberg is now making and selling a plastic box. Preston has disguised his intentions by saying that his Tuf-Box is great for holding bikes up, holding parts, draining oil, holding complete engines, washing parts, carrying gear and grommeling widgets — all of which is true enough. It's also probably just the thing for your tootsie to carry you home in after she scrapes you off the berm in turn four. The Tuf-Box measures 12 x 23 3/4 x 19 inches and is "virtually indestructible." Retail price is \$12.99 and you can get yours from your local PP distributor, or write to Preston Petty Products, Dept. MXA, 403 N. Main Street, Newberg, Oregon 97132. Don't worry, Mary Lou, we still like you better.



LADIES and CHILDREN'S GOLD BELT
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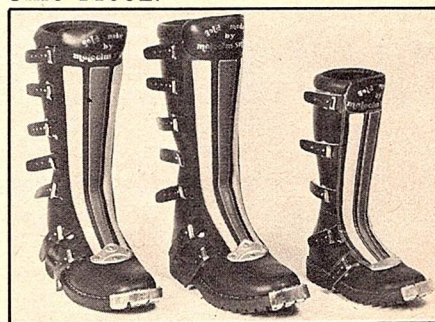
WASP WAIST SPECIAL

Simon Says is now offering a mini Gold Belt for ladies and kids with waist sizes from 20 inches to 27 inches. Designed just like the original Gold Belt, the mini belt covers an area that the larger model just can't handle. Think about it. The mini Gold Belt retails for \$12.95 from any Simon Says distributor, or write Simon Says, Dept. MXA, 8568 Melrose, Los Angeles, California 90069.



L'IL BIT OF EVERYTHING

That's Dick Burselson there, relying on the best possible equipment as he goes riding. Which is, natch, the product line from Husqvarna Products. Now it's true that Dick doesn't race motocross however, he rides enduros faster than most of us race motocross, so that's good enough. If you'd like a pretty catalog showing you all the stuff that Dick uses, just drop a dollar to Husky Products, Dept. MXA, 1906 Broadway, Lorain, Ohio 44052.



ON ANY FOOT

Malcolm Smith Racing Products is now offering a full line of motocross, enduro and children's boots. We've never ridden a child before, but since Malcolm says that his Gold Medal boots have proven themselves in the Baja, the desert and on tough motocross tracks all over the country, that's enough. Boots are available in adult sizes 4 to 13, including half-sizes, and in children's sizes 3 1/2 to 5 1/2. The adult models retail for \$69.95, while the small stuff get theirs for \$49.95. For more information on Malcolm's products send \$2 for his '74 catalog to Malcolm Smith Racing Products, Dept. MXA, P.O. Box 1086, Riverside, California 92502.

*



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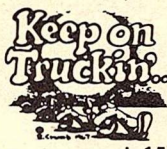
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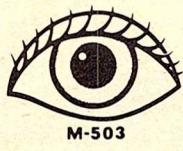
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DIRT
Cont'd from page 11

Yamaha sez they are only going to produce and release 1000 of the YZ monocrossers. We hope they mean each model. They don't want any of the magazine "types" to get their hands on them, for the same reason, but we'll work it out. A little thing like that won't even slow us down.

Look for next year's crop of bikes from most of the major manufacturers to have a bunch of drastic changes. Kawasaki and Husqvarna are among them. The new 125 Husky won't replace the discontinued model until early spring of next year. If, indeed, there is one.

After the USGP Rex Staten was so bummed by the lousy handling of his factory RC400 Honda, he considered dumping the ride. "That thing's going to kill me if I ride it any more." With this in mind, **MOTOCROSS ACTION** hereby apologizes to Gary Jones and Don Jones for our position taken last year when Gary refused to ride the big-bore Honda at the start of the Trans-AMA. It seems we were misled by one K. Okimoto at American Honda's racing department. What a fib he told.

When Honda does come out with an open class Elsinore production bike, it will probably be a 400, seeing as how the team guys favor calling Rex's bike a 400 even though they've been running what looks to be a short-stroke 360. At least that's what our photo comparisons tell us. Course, what do we know?

We do know that the 1975 Elsinores will have moved-up shocks, over-the-top pipes and reed valves similar to the team bikes now in use.

*



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COMPETITION BALDWIN INTER-AMA

Elemental In Kansas, Or: The Czech's Revenge.

by Jim Russell

Ah, drama.

There must be something in the loess dust of Kansas — some irritant, some form of “competition high” — that makes certain racers a bit feistier than usual. Or maybe it's just that the good folk of the American heartland can't abide those double-dealing, freedom-stealing and (in this case) CZ-riding Commies; and the Commies, sensing this, return the favor. Whatever. The fact remains that everytime Jaroslav Falta, a Czechoslovakian, and Pierre Karsmakers, an American by act of Yamaha International, tangle at the Baldwin, Kansas, Inter-AMA, dirt and rocks aren't the only things flying through the air.

Last year, Falta blocked Karsmakers for most of one moto, and Pierre somewhat illogically responded by decking Falta's teammate Antonin Baborovsky after the race. This year, with Baborovsky hunched down somewhere in the red heart of Czechoslovakia recovering from internal injuries suffered at the British Grand Prix, and with Falta's new teammate Zdenek Velky nowhere in sight, Falta and Karsmakers were left to deal directly with one another. The result was a tumble for Pierre and something for the self-consciously “pro-American” crowd to boo about.

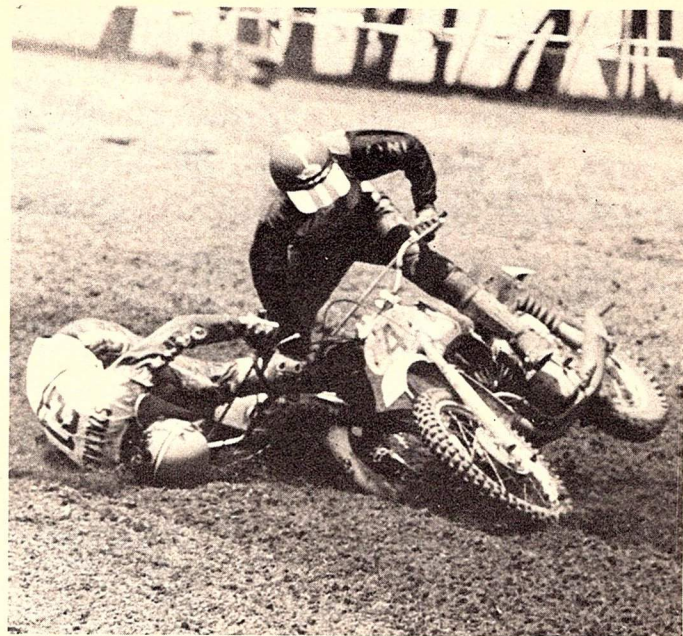
Karsmakers and Falta took the lead from the start in the first moto, and when Karsmakers quit

In the Texas-like sublimity of Baldwin, Kansas, Steve Stackable felt at home enough to finish third.





Falta was both "bad guy" and winner . . .



. . . but not without some hassles along the way.



Collisions and mechanicals put this look on Pierre's face.



Kent Howerton combined two consistent rides for the second overall.



Eddie Cole was third in the first two motos and as photogenic as hell, but the rotary valver gave up the ghost in the last round.

worrying about holding off Jim Pomeroy and laid a move on Falta to move into the lead at the midway point, the crowd went wild. But Falta has been riding GPs all year, and he knows that getting passed doesn't mean much when there're still 20 minutes left to ride. Two laps later the Czech laid one of his non-stylish but efficient "something's-gotta-give" passes on Pierre, leaving the Yamaha rider sitting in the dust. The crowd went wild, only a sense of thrift keeping them from

chucking their aluminum beer cans at Falta as he built up his lead.

But Pierre almost got another chance. Steve Stackable had fallen at the start and was way behind. Falta made the mistake of trying to lap the young Texan in a turn, and both riders ended up on the ground. Stackable was up and away first and apparently with no hard feelings, because as the Czech came up behind him he moved over. Falta, on the other hand, was mad at the world — at least



Jimmy Ellis demonstrated his pelvic fitness by zapping the 125 class.



A lingering stomach infection, 95-degree heat and the continuing anguish of a frustrating season left Jim Pomeroy hunched over his bars wishing he were somewhere else.

the American portion of it. He took the proffered opportunity to pass, but as he went by he tried to run Stackable into the fence. Steve narrowly missed going down for the third time in that moto.

Further back, Pomeroy saw his third position go down the tubes when his motor soured, as usual. Jim's retirement left Jim Weinert and Kent Howerton to dice for *numero tres*, with Weinert narrowly coming out the winner.

Continued

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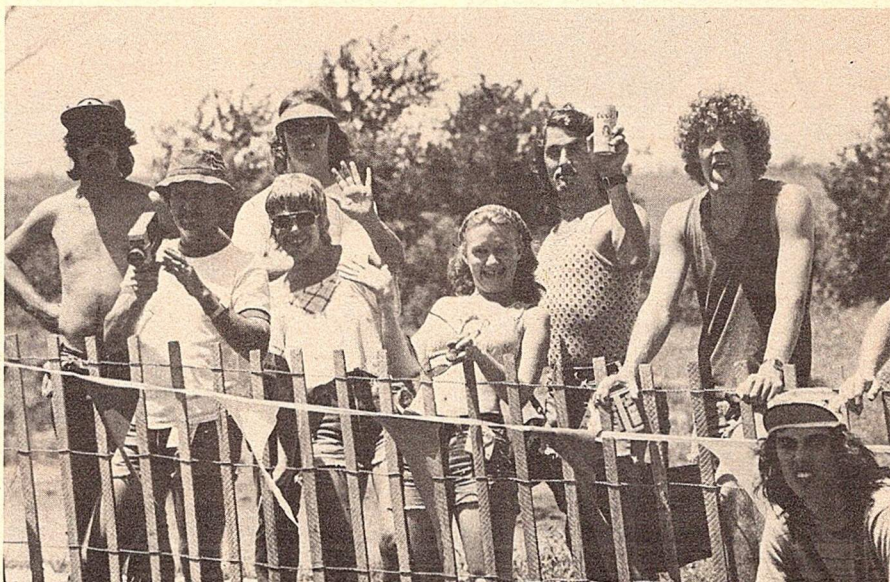
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The second moto was just as competitive, but a little more civilized. Stackable grabbed a momentary lead, lost it to Falta, and began to dog the Czech's tracks, waiting for a mistake. Karsmakers, meanwhile, was beginning to work his way up after a bad start. But the Motoshock's rear motor mounts went south, followed by the brake rod, and Pierre was through for the afternoon.

As Falta and Stackable argued

back and forth about the first spot, and Howerton and Weinert continued their first-moto quarrel for fourth, Jim Pomeroy began to put together a charge at the leaders. He picked off Stackable, then Falta, moving into first and beginning to extend his lead. Then, just as it has all season, something happened — but this time not to the bike. Still not completely recovered from a stomach infection, Bimbo found

Cont'd on page 60



The local Chamber of Commerce turned out to give MXA's Contributing Editor a real Kansas welcome.

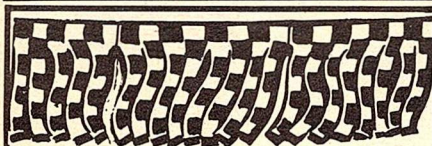
RESULTS

250 International

1. Jaroslav Falta, Czechoslovakia (1,2).....	CZ
2. Kent Howerton, San Antonio, TX (4,4).....	HUS
3. Steve Stackable, Austin, TX (8,1).....	MAI
4. Mike Runyard, Whittier, CA (6,3).....	SUZ
5. Rich Thorwaldson, Cerritos, CA (5,10).....	SUZ
6. Pierre Karsmakers, Mission Viejo, CA (2,14).....	YAM
7. Peter Lamppu, Sherman Oaks, CA (11,6).....	MON
8. Chuck Lampe, Phoenix, AZ (10,8).....	MAI
9. Arlo Englund, Colorado Springs, CO (12,7).....	HON
10. Rex Staten, Fontana, CA (7,12).....	HON

125 National

1. Jim Ellis, Cobalt, CT (1,1,2).....	C-A
2. Marty Smith, San Diego, CA (2,2,1).....	HON
3. Chuck Bower, Anaheim, CA (5,5,3).....	HON
4. Bruce McDougal, Orange, CA (7,4,8).....	HON
5. Jan-Eric Sallqvist, Ontario, Canada (8,8,6).....	KAW
6. Jeff Foland, San Diego, CA (9,7,7).....	HON
7. Mickey Boone, Winston-Salem, NC (10,10,5).....	HON
8. Robert Doss, Ft. Worth, TX (17,6,12).....	HON
9. John Keese, San Luis Obispo, CA (14,12,10).....	BUL
10. Charles Cooper, Stillwater, OK (13,13,13).....	PEN



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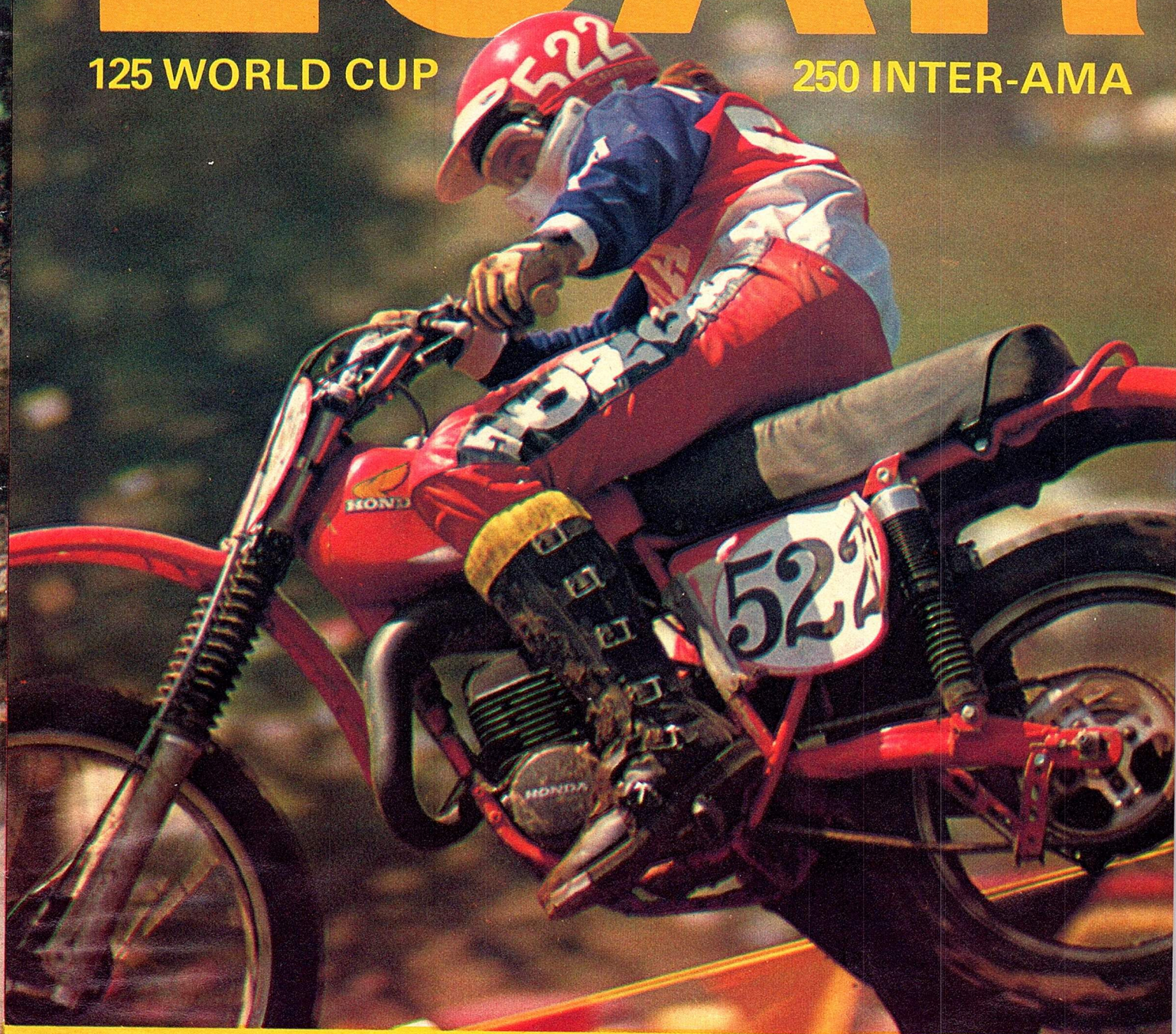
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COMPETITION

ZOAR

125 WORLD CUP

250 INTER-AMA



Hart wins world cup, Velky mops up, Jimmy jams, L.A.F.D. burns

Story and Photos by Paul Boudreau



*Leaving behind a zero-visibility dust bank, Weinert, Zahrt, Velky, Runyard and Pomeroy go for it.
(Photo by Dan Boyd)*

About a half-hour's drive out of Buffalo, the eastern-most of the Detroit-Cleveland-Buffalo triumvirate that shares Lake Erie as a common toilet, lies the

soft-spoken community of Hamburg, boasting among its sparse population seven Buggenhagens. I know this because I talked to five of them.

The other two didn't answer their phones. So much for trying to find a little girl whose memory finds an occasional moment warming the cockles of my heart.

Continued



A cracked shin kept Karsmakers out of contention.

Preceding page: National Champion Marty Smith regulates the reed valve Honda.



When I arrived at the track Saturday something looked fishy. The rich, brown, gushy track one normally expects to find etched against the hillside wasn't there. Instead, a parched, talcy course invited disaster should anyone try to run a race on it. Two girls with garden hoses were doing what they could, whatever that was. By late afternoon Edison Dye, the promoter, agreed to get some water on the track and called in the town fire truck, which left shortly to put out a fire.

Sunday the choking dust, kept down in places by the two garden

hoses, accounted for more blown engines than the whole series. There were long, fast stretches where the riders couldn't see the next bike in front of them. The race never should've happened. Dave Welch, AMA motocross director, was there and did nothing. I asked one of the track officials where Edison Dye was. "Ah, he went to see about the water truck." The water truck never showed up. Neither did Edison Dye. Funny, I seem to remember the same thing happening last year.

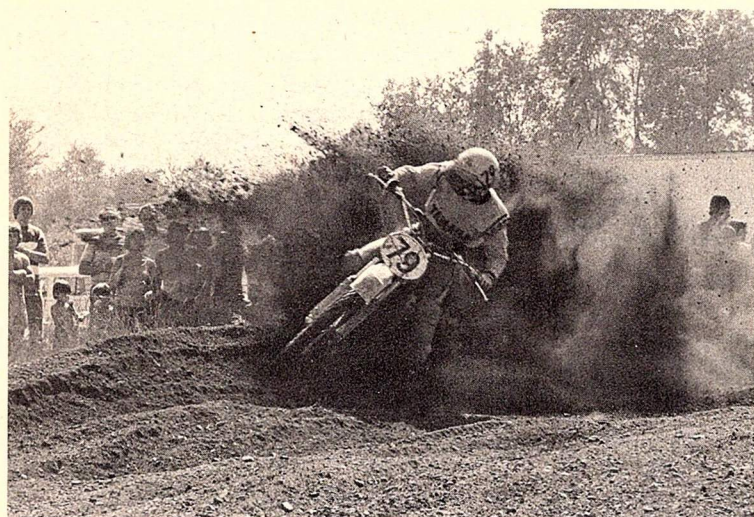
* * *



"Rabbit" Rex Staten sneaks a full-gas look at Velky a few laps before a seized piston stole the win.



His Honda ready to give up, Rich Eierstedt watches helplessly as DiStefano prepares to zap him.



On his last ride for Yamaha, Hartwig destroys a "poof berm."



Jim Pomeroy looked like a sure winner in Moto Two 'til Weinert blew him off.



Velky, an exceptional rider, kept his CZ healthy for the win.



Zahrt, Mosier and Hartwig had this thing going for three laps before they all broke.



Tossing off style for a good roost, Gary Semics powered his clean-running Husky to a second overall. (Photo by Dan Boyd)



Ed Cole on the factory KX 125 Kawasaki. (Photo by Dan Boyd)

But there wasn't any time for that. There was some heavy racing going on over in Springville at Zoar Motosport Park.

Another half-hour of "Do the Hokey-Pokey" ("you drive ten miles in, you drive ten miles out, you check your map and you turn yourself about") through the wooded farmland that comprises the greater Hamburg-Springville area gets you there just down the road a piece from the swimmin' hole. Really, the swimmin' hole is right by the side of the road.

The track is incredible. The wide, gated starting area runs slightly uphill across a grassy field into an equally wide turn. Rolling knolls and hills are utilized brilliantly to form hill-top fall-away turns, flat-out over-the-top fall-aways, steep uphills, radical downhills, in-flight turns and gracious berms. The riders collectively blow their minds on this course. They love it.

Except for one problem. Dust. Last year it rained for two weeks before they kicked off the Trans-AMA there and the guys still talk about how boss that day was. This year no such rain and Herr Promotar Edison Dye finked out on the water truck, (See box.) That left Zoar high and dry, a sea of talcum knee-deep on the straights and formed into flimsy "poof berms" in the turns. Uncomfortable for the spectators, tough for the photographers, misery for the riders and hell for the mechanics.

250 INTER-AMA

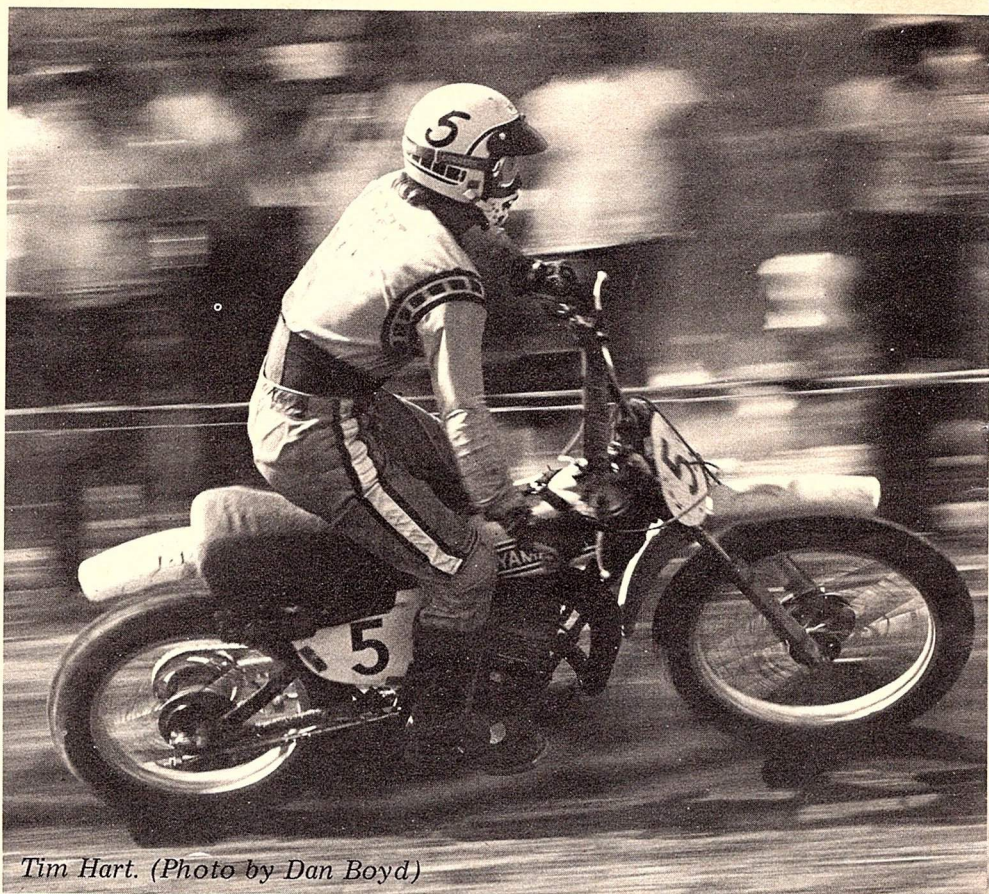
With the series more or less wrapped up for the Czech team, point leader Jaroslav Falta jetted back home to do business in the 250 World Championship, leaving teammate Zdenek Velky to shut the door before he left. He did just that, winning the day's overall

Clockwise: Jack "Hotcakes" Keese ordered up a deep-fried eighth overall for his Sambos Restaurant sponsor. The only Can-Am to score points was under Dewayne Jones. Honda's Marty Smith got spooked by a practice endo. Tim Hart enjoyed himself all day.





Bad bike problems kept Can-Am's Jimmy Ellis out of the 125 bash.



Tim Hart. (Photo by Dan Boyd)



McDougal's modified Elsinore seemed to be much faster than the fire-engine-red, reed-valve factory Hondas.



DG Honda's Mark Tyer (66v) rocketed into the lead for half the race until he seized.

and snatching the series to boot. But the Yanks didn't go down without a fight.

The first moto was a disaster for everybody except Velky. Jim Pomeroy was first to go out when a first-lap tangle with Pierre Karsmakers left him without a shift lever and Pierre with a painfully cracked shin. Next to go was Rex Staten who was stylishly carving up the track in first place 'til his motor ate enough of the "Dye Dust" to render the factory Honda inoperative. Mike Hartwig took over, then seized, tossing the lead back to Velky. Jimmy Weinert had worked his way from

mid-pack to second, fell, worked back up from seventh to second, fell and on the third attempt his engine mercifully stopped running. Rich Eierstedt seized the second Honda. Ken Zahrt's Bultaco seized. Gary Jones seized the Can-Am. Ron Pomeroy motored by slowly, the entire rear section of his Bultaco adrift. Meanwhile, Zdenek's CZ kept churning away in first with an inspired Texan, Kent Howerton, in second and the rest of Team Husky, Semics and a fast-closing Tripes right behind. The last Honda on the track, Gaylon Mosier's, stopped shifting. Even at the end of 30 minutes on the final lap Lady Luck still had one eye to spit in. Marty Tripes ran out of gas.

Cont'd. on page 61

RESULTS

125 WORLD CUP

1. Tim Hart (1-2) Yamaha
2. Mickey Boone (4-1) Honda
3. Bruce McDougal (3-3) Honda
4. Marty Smith (2-5) Honda
5. Ed Cole (6-4) Kawasaki
6. Torbjorn Winzell (5-6) Husqvarna
7. Robert Doss (7-7) Honda
8. Jack Keese (9-8) Bultaco
9. DeWayne Jones (8-9) Can-Am
10. Vincent Clark (10-11) Suzuki

250cc INTER-AMA

1. Zdenek Velky (1-3) CZ
2. Gary Semics (2-4) Husqvarna
3. Kent Howerton (3-5) Husqvarna
4. Peter Lamppu (7-6) Montesa
5. Mike Runyard (6-11) Suzuki
6. Tony DiStefano (9-9) CZ
7. Ward Wilson (11-12) Can-Am
8. John Ayers (10-14) Husqvarna
9. Jim Weinert (26-1) Kawasaki
10. Bob Harris (21-7) Maico

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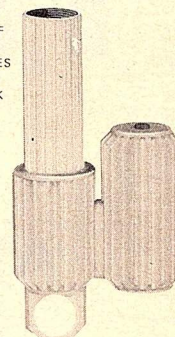
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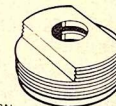


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by David Maltais

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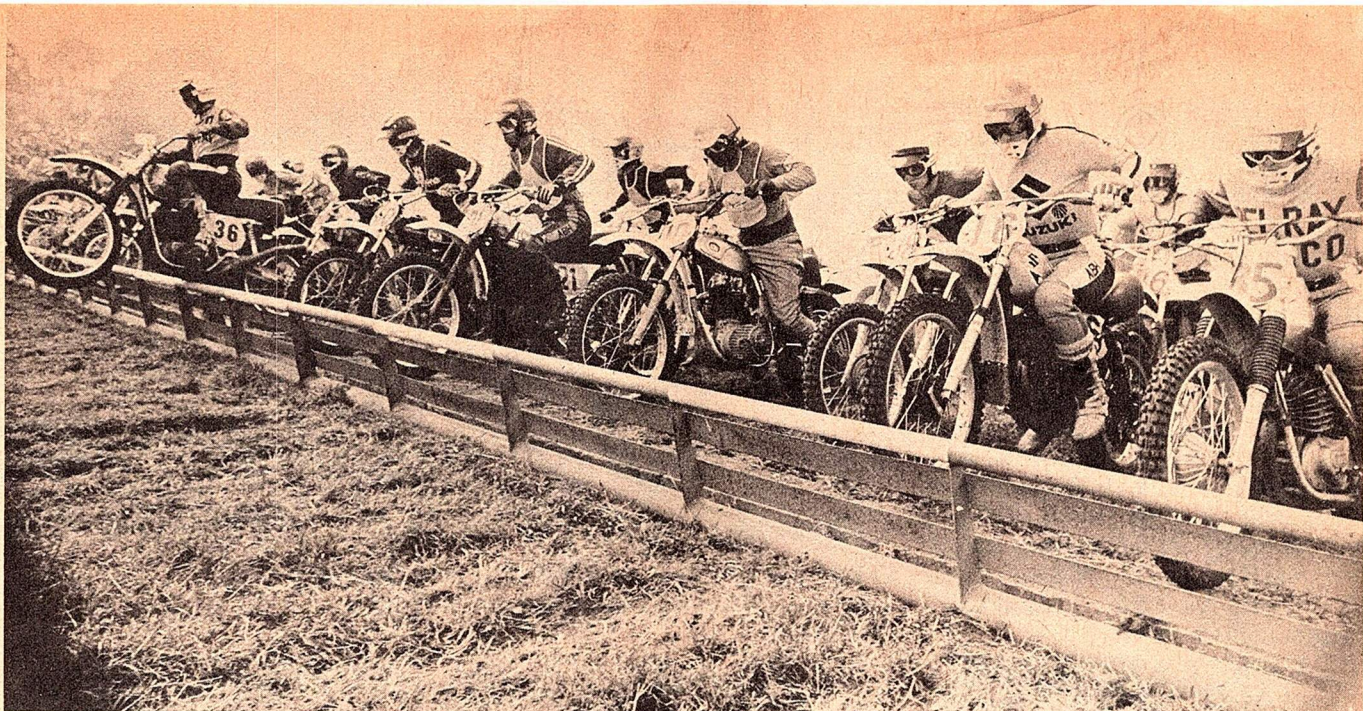
(Ed. note: As this story was being put together, the word came over the wire that Heikki Mikkola had won the first moto at the final Open GP of the season in Luxembourg. That win automatically gave the Finn the 1974 World Championship. **MOTOCROSS ACTION** will have complete coverage of the decisive race in Luxembourg and a feature-length personal interview with the new champion in the very near future. In the meantime, we would like to

congratulate the new Open Class World Motocross Champion. It's been a long time coming, and no one deserved the title more than Heikki Mikkola.)

DANISH 500 — NISSEBJERGET

Denmark would have been the perfect example, in microcosm, of the 1974 Open Class season, were there not so many others just as good. Mikkola and DeCoster were one, two in qualifying times. At

the gate they lined up handlebar to handlebar, eyed the starter together, dropped their clutches together and together led the field down the top gear half-mile straight that finally ended at the first turn. Engines detonating like land mines due to the poor quality of the gas at the track, the Champion and the would-be champion worked their interlocked way through the turn and settled down for a tight duel that lasted most of the race. But



There he goes! Weil's gate-jumping in the second moto was the cause of some ill feeling — especially after he said he didn't do it.

not all of the race. Because during the last few minutes of the moto an exhaust bracket on Roger DeCoster's Suzuki broke, and the Champion was forced to retire.

Mikkola had picked up 15 more points, DeCoster another DNF.

Back in the pits, Suzuki mechanics were heading for shelter. DeCoster has been

breaking on the average of one moto in two and he doesn't like it.

Another rider who had the mechanical blues was Brad Lackey. Brad was challenging for



A fritzed ignition in the first moto got Brad mad enough to push into the fourth spot in the second at Denmark.

third when his ignition went south — just like the first moto at Esanatoglia. It's too bad that Husky can't provide him with the same special model Motoplat that Heikki Mikkola's indestructible bike has, but apparently Husqvarna can only get that one unit and one spare. With Heikki riding for the championship, Brad gets what's left.

In the second moto DeCoster made absolutely no mistakes, and for once his bike held together. The Belgian took the lead from the start and pulled further ahead with each lap, finishing 35 seconds in front of the unshakable, unbreakable Mikkola.



Team Husky yoihs it up.

WEST GERMAN 500 — BEUERN

Beuern was a mini-disaster and a major controversy. In practice on the hard, dusty, California-like course, DeCoster crashed, skinning both arms. Then Mikkola went down, pulling muscles in his back and heading first for the local hospital, then back to Finland and the hopefully restorative powers of the Finnish saunas.

With Mikkola out of the picture, the West German scene became a dogfight. Adolf Weil, quite possibly in his last season, was number three man in the points standings, and Heikki's withdrawal meant that his opposition was cut in half. Willi Bauer, having a bad year, had something to prove. The two Germans wasted no time in moto one.

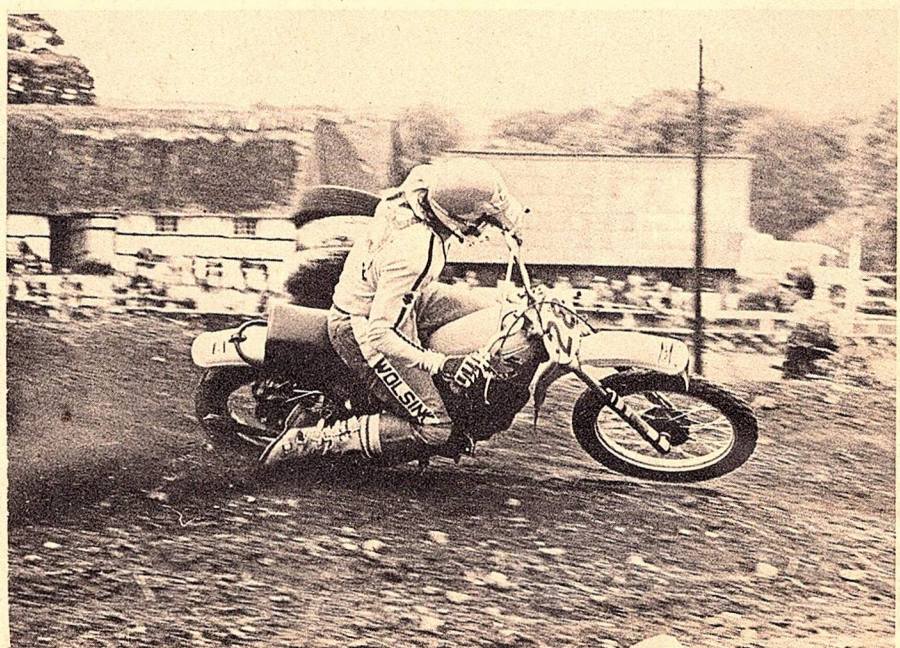
Weil took the lead and held it, with DeCoster 22 seconds down by the 15th lap. Bauer was in third, and he passed DeCoster on the next lap, playing a game of hold it on and pass, or crash. The vociferous, beer-guzzling German



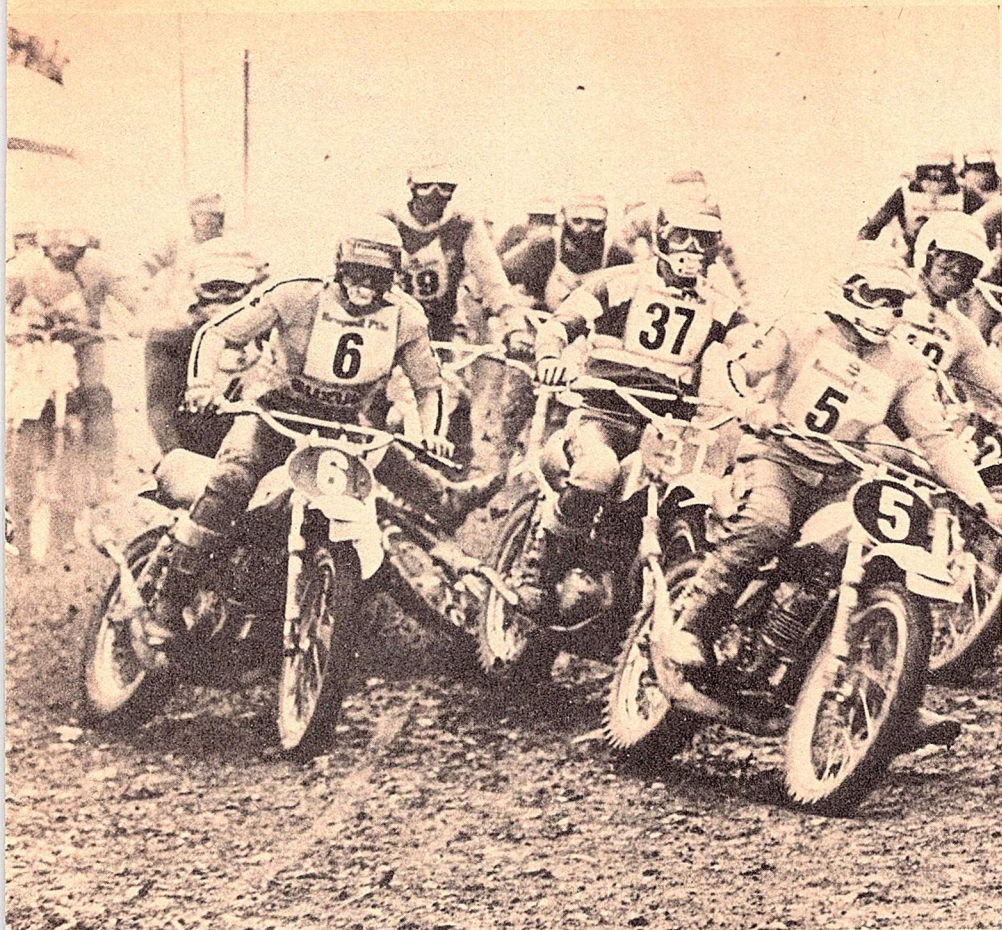
It was business as usual for Mikkola in Denmark, where he added a 12-point pad to his lead over DeCoster.



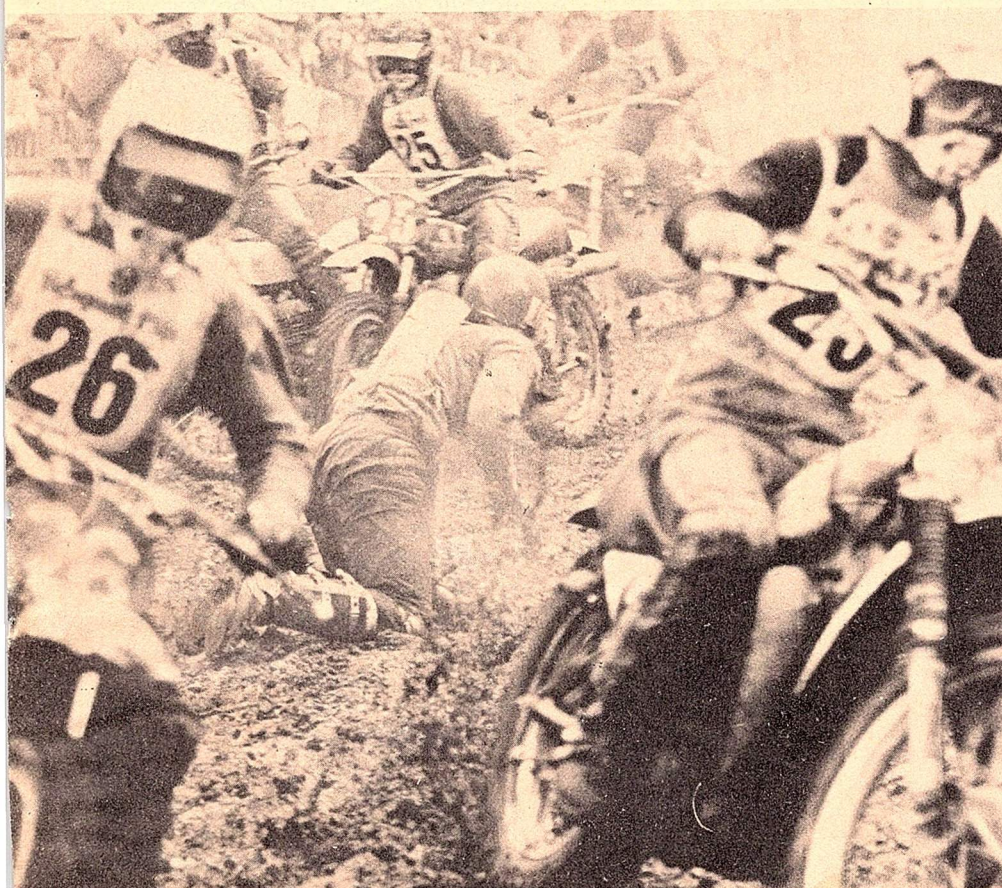
Weil tried to block pass Wolsink here, and the two collided seconds later. Note the West German crowd's hands-across-the-barrier policy.



Getting stronger and faster with each race, Gerrit Wolsink seems to be getting more stylish, too.



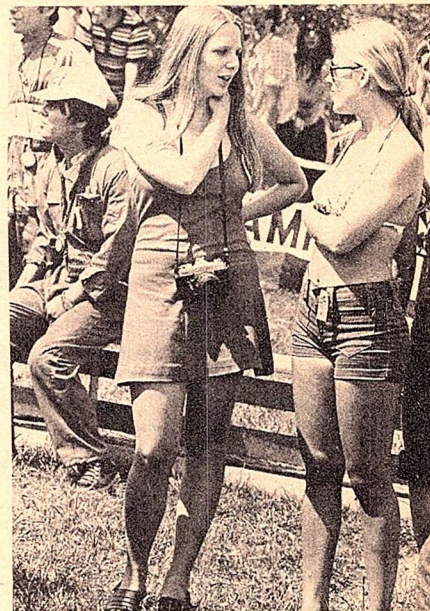
The start of the West German 250 saw Puch's Harry Everts slip in the mud . . .



. . . but still recover to finish tenth.

crowd loved it. Weil went on to take the win with an 11-second margin, with Bauer in second, 17 seconds ahead of DeCoster. The leaders were followed in by Wolsink, Aberg, Jonsson, Kring and Lackey.

The second moto was the cause of a controversy which may be a long time in dying. Despite the fact that it was not to ultimately affect the World Championship results, Adolf Weil's bit of "gamesmanship" at the start loomed large immediately after the race.



Brad's Lori (Hagman) talks shop with Roger's Laurie.

Before the gate could drop, the crafty West German had humped his Maico over the barrier and was off, with most of the riders just beginning to drop their clutches and with a few, like DeCoster, refusing to go because they were sure the moto would be black-flagged. Incredibly, it wasn't. Finally Roger got the message and took off, coming around after one lap in 12th. Weil, despite his jump, was running second after one lap. Number one was hard-riding Gerrit Wolsink.

When Wolsink saw Weil start to go he didn't waste time thinking about black flags — he just dropped the hammer and left too. Since the gate had started to go down by the time he hit it, he got a smoother start than Adolf, a start which gave him a narrow lead which he held — barely — for the entire moto. At one point in the race, Weil tried to block pass

RESULTS

DANISH 500 — NISSEBJERGET, DENMARK

FIRST MOTO

1. Heikki Mikkola, Finland	HUS
2. Adolf Weil, W. Germany	MAI
3. Jaak van Velthoven, Belgium	YAM
4. Gerrit Wolsink, Holland	SUZ
5. Willi Bauer, W. Germany	MAI
6. Ake Jonsson, Sweden	YAM
7. Arne Kring, Sweden	HUS
8. Bengt Aberg, Sweden	BUL
9. Viktor Popenko, U.S.S.R.	CZ
10. Lodal	CZ

SECOND MOTO

1. Roger DeCoster, Belgium	SUZ
2. Heikki Mikkola, Finland	HUS
3. Arne Kring, Sweden	HUS
4. Brad Lackey, U.S.A.	HUS
5. Gerrit Wolsink, Holland	SUZ
6. Adolf Weil, W. Germany	MAI
7. John Banks, Britain	CCM
8. Lodal	CZ
9. Vic Eastwood, Britain	MAI
10. Serge Bacou, France	MAI

WEST GERMAN 500 — BEUERN, WEST GERMANY

FIRST MOTO

1. Adolf Weil, W. Germany	MAI
2. Willi Bauer, W. Germany	MAI
3. Roger DeCoster, Belgium	SUZ
4. Gerrit Wolsink, Holland	SUZ
5. Bengt Aberg, Sweden	BUL
6. Ake Jonsson, Sweden	YAM
7. Arne Kring, Sweden	HUS
8. Brad Lackey, U.S.A.	HUS
9. Serge Bacou, France	MAI
10. Vic Eastwood, Britain	MAI

SECOND MOTO

1. Gerrit Wolsink, Holland	SUZ
2. Adolf Weil, W. Germany	MAI
3. Willi Bauer, W. Germany	MAI
4. Ake Jonsson, Sweden	YAM
5. Roger DeCoster, Belgium	SUZ
6. Bengt Aberg, Sweden	BUL
7. Brad Lackey, U.S.A.	HUS
8. John Banks, Britain	CCM
9. Vic Eastwood, Britain	MAI
10. Werner Schutz, W. Germany	MAI

WEST GERMAN 250 — BIELSTEIN, WEST GERMANY

FIRST MOTO

1. Gaston Rahier, Belgium	SUZ
2. Guenady Moisseev, U.S.S.R.	KTM
3. Sylvain Geboers, Belgium	SUZ
4. Joel Robert, Belgium	SUZ
5. Raymond Boven, Belgium	MON
6. Kalevi Vehkonen, Finland	HUS
7. J.C. Laquaye, Belgium	YAM
8. H. Carlqvist, Sweden	HUS
9. Miroslav Halm, Czechoslovakia	CZ
10. Harry Everts, Belgium	PUCH

SECOND MOTO

1. Joel Robert, Belgium	SUZ
2. Jaroslav Falta, Czechoslovakia	CZ
3. Gaston Rahier, Belgium	SUZ
4. Vic Allen, Britain	BUL
5. Harry Everts, Belgium	PUCH
6. T. Suzuki, Japan	YAM
7. Miroslav Halm, Czechoslovakia	CZ
8. Sylvain Geboers, Belgium	SUZ
9. Zdenek Velky, Czechoslovakia	CZ
10. O. Pettersson, Sweden	HUS



Weil, Wolsink and Bauer looked happy after the race. DeCoster didn't.

Wolsink by taking the low line while the Dutchman took the berm, then powering out diagonally onto the best outside line. But Wolsink was simply moving faster, and the two big men collided. Neither fell, but the German had the worst of it, so Wolsink maintained his lead.

Further back, DeCoster was fighting his way through the dusty pack, but he overcooked it in a tricky right-hander, falling in the same place where Brad Lackey had gone down earlier. The Champion finished fifth — and mad.

Roger took the flag, parked his bike and headed for the race organizers to protest Weil's early jump. Later he was to sputter, "He does it all the time! If he doesn't think he can win fair he has to cheat to win! It's not right for him to get away with it when we all start together. We must make it fair at every race so that everyone has the same chance from the beginning."

In other words, the Champion was a bit perturbed — and

Continued

OPPOSITE PAGE: KTM's Guenady Moisseev, the new 250cc World Champion from Russia with vigor.



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Pomeroy was fast and stylish (as usual) at Bielstein, but he had tranny problems. What else is new?

rightfully. With the pressure of the world chase and a bike which often did not do the job, DeCoster needed all the help he could get. He did not need to be saddled with home-town favoritism toward his competitors, especially when it was as blatant as it was at Beuern. DeCoster's protest to the jury was disallowed after Weil said that he *did not* jump the gate (see photo this story), and after no photo could be produced *on the spot* to prove otherwise. Adolf Weil was told that if that was what

happened, then he shouldn't let it happen again, and given the win. The 12 points put him slightly ahead of DeCoster in the standings (104 to 99), but soured the memory of his outstanding first-moto ride.

WEST GERMAN 250 — BIELSTEIN

While the battle for the Open Class championship was waxing hot on the track and hotter under the collar, the close 250 class was more concerned with simply

Cont'd on page 64

Vacationing Europeans began the second moto which forced him to overextend himself and finally crash.

The 125 National class belonged to Tim Hart. The older, stronger Yamaha ace had things pretty much his own way, as only already-declared 125 Champ Marty Smith threatened. But a bad start in the second moto forced Smith to settle for a fifth in that heat, taking the pressure off Hart. Bruce McDougal finished third.

Can-Am's Jimmy Ellis got hard luck honors for the afternoon. In the first moto Jimmy was running strong when broken spokes in his rear wheel forced him to slow down. In the second heat he lost a shock mounting bolt just as he grabbed the lead, and the third moto saw him struggling with a stuck throttle. A bad day all around for a kid who's had more than his share of trouble in the last year.

* * *

250 International Class

- ## 125 National Class

- 

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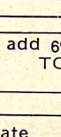
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RACE TEST MAICO 450

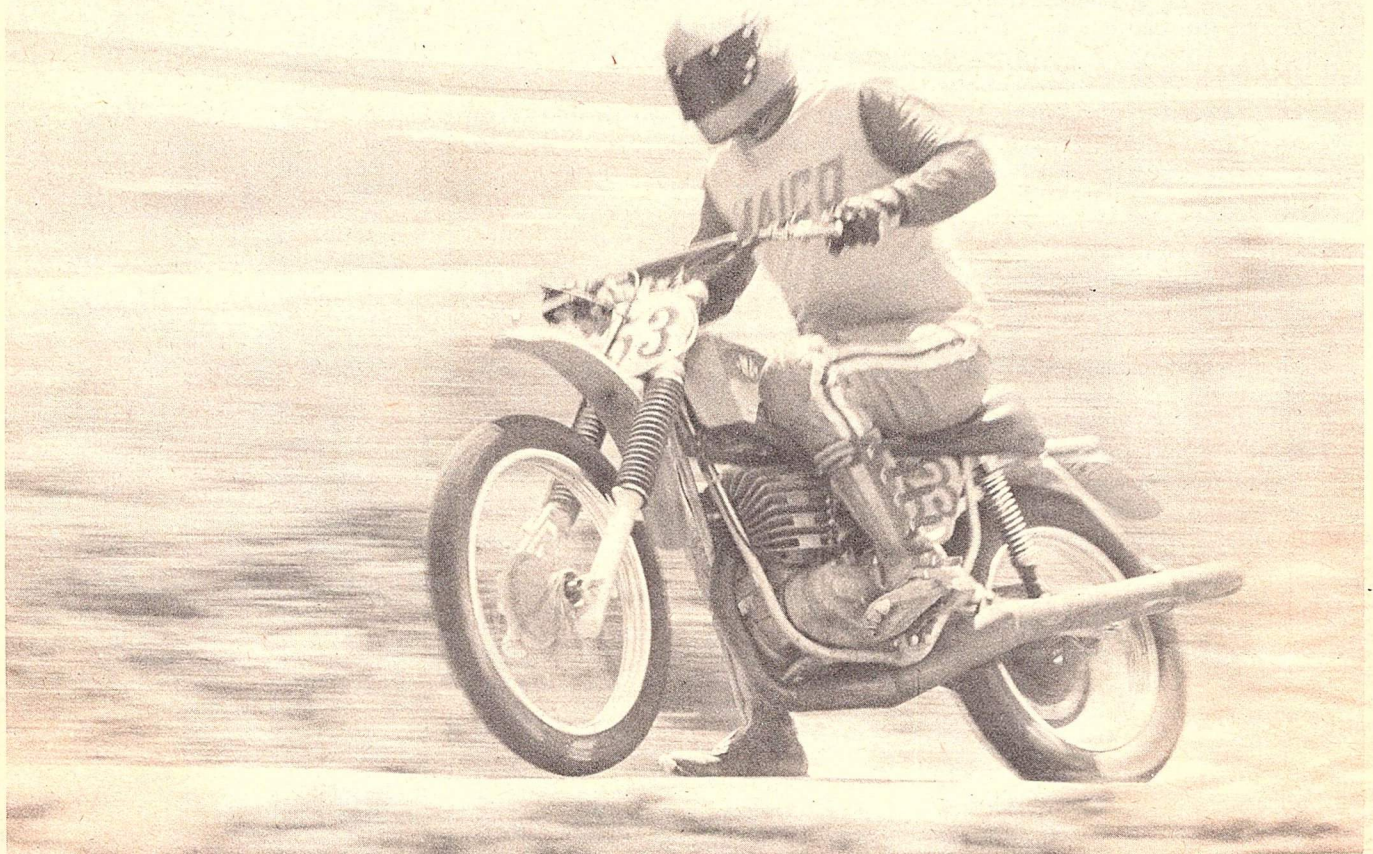
**NOW WITH THE
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THE MAICO IS STILL
THE POWERHOUSE
OF POWERHOUSES**

The question that comes to mind is "why?" What is the rationale behind a 450cc motocross bike at this stage in the development of racing technology? With 500cc the top limit, nobody is seriously campaigning anything over 400cc

(in the two-stroke camp) and the trend seems to be staying with the zappy, high-revving 360s and 370s, the kind that make Pierre Karsmakers and Roger DeCoster twitch in their sleep, although some of the factories market units with that market-grabbing,

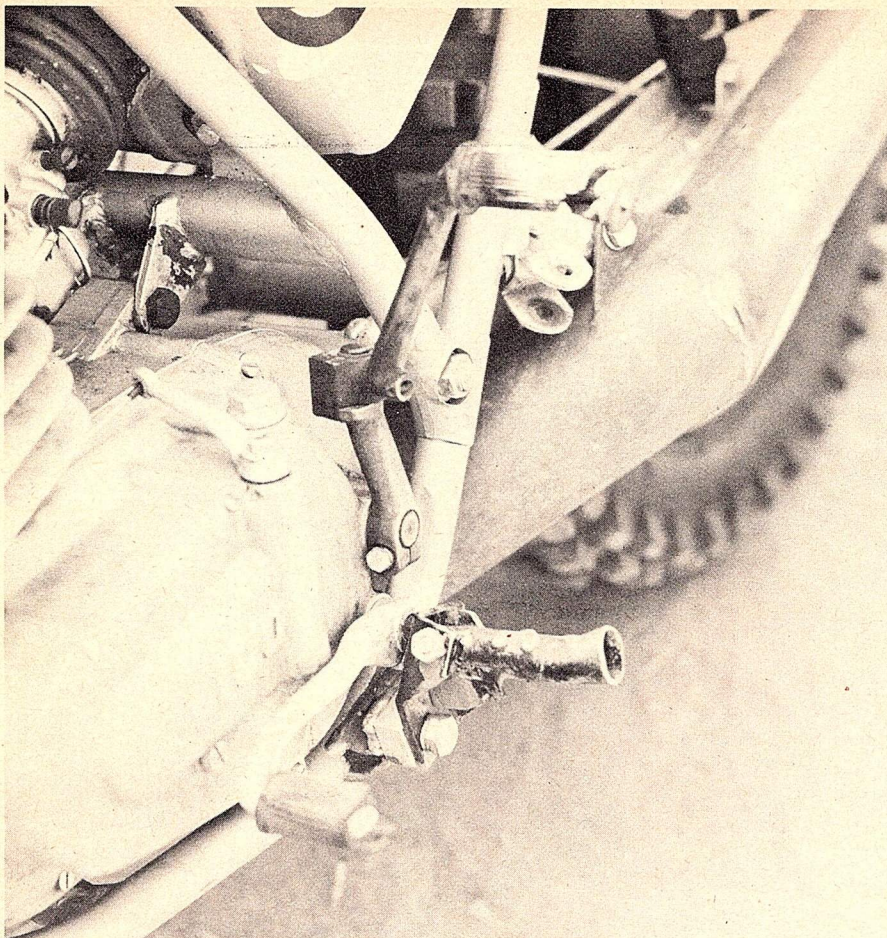
awe-inspiring "400" emblazoned across the side panels.

There have been inroads. Husqvarna tried out their 450 model, an interesting machine. Kawasaki experimented on Brad Lackey, Jimmy Weinert, John DeSoto and a few others with a



Under a big strong rider, like C.H., the 450 goes to work.





Footpegs suck. You can see how that kickstand bracket could mess up the pipe mount.

bike that eventually became the KX450. I think Frankenstein experimented on dug-up bodies with much the same results. And leave us not forget the Yamaha YZ500 the public never saw. They even got Gary Jones to ride that unit. Once. Ask Torsten Hallman about the time he stuck the throttle wide open on one in front of a troop of Yamaha engineers visiting from Japan.

It's a hairy venture trying to build a motocross bike that can take full advantage of the 500cc limit without taking too much advantage of the people who try to ride it. Not that it can't be done. Sooner or later some outfit will come up with a radical new design that will reap all the fruits of a half liter, but by then it'll probably be something like an "ion engine" that "computes" to 500cc and goes "beep beep beep" instead of "bar-RAAAANG-GAH."

Why, then, are you sitting on the starting line aboard this quaking, orange hulk with the abundant displacement of 450cc and the revered marque of Maico? Because you're not Roger DeCoster and this isn't the Belgian



Grand Prix. You're Harvey Mushman and this is the Open Novice class at Copake, New York, and all you're interested in is getting out front and staying there. Your formula is horsepower. You figure if you can get the holeshot, you can hold them off in the tight turns, roost them off their bikes on the straights and possibly win the race. Well, Harvey, you picked the right machine. If you can utilize the 40-plus horsepower off the line, the 450 will unquestionably get you to the first turn first and, if you're anywhere at all adept at turning corners, the Maico should keep you in first owing to its ability to motivate down long straights and up steep hills with the devastating authority of an entire herd of angry rhinos. This — combined with long travel rear suspension, which Maico has so graciously bestowed upon the American market this year, the legendary front suspension, and a chassis so beautifully wizard more than one manufacturer has chosen to copy it for their own racers, makes the 450 Maico top choice in the reeelly-big-bore class. Go get 'em, Harvey.

Confident of your convictions, you settle back on the beast, letting the revs fall to idle, the long, klunky bazooka pipe firing out reports with the abrupt staccato of a well teamed anti-aircraft cannon, visibly denting the jersey of the guy behind you waiting to take his place on the line. The flagman peers down the finish straight looking for those last few stragglers of the 250 Novice Div. II class who now push, carry and otherwise cajole their machines across the finish line. Check the gas taps. On. Give the throttle a wick. The Maico comes alive, churning, boiling, rumbling as the 36mm Bing sets it all free. Rising on its suspension the bike gives a shudder, shaking its head like a bull preparing to charge, then settles back down to the kinetic violence of idle. You're ready. The guy next to you sneaks a look at the brand-new 4.50 Metzeler, that wicked instrument of destruction perched at the rear of your machine, adjusts his chest protector and rechecks the straps on his Jofa. The starter indicates



The thing was a bear to start.

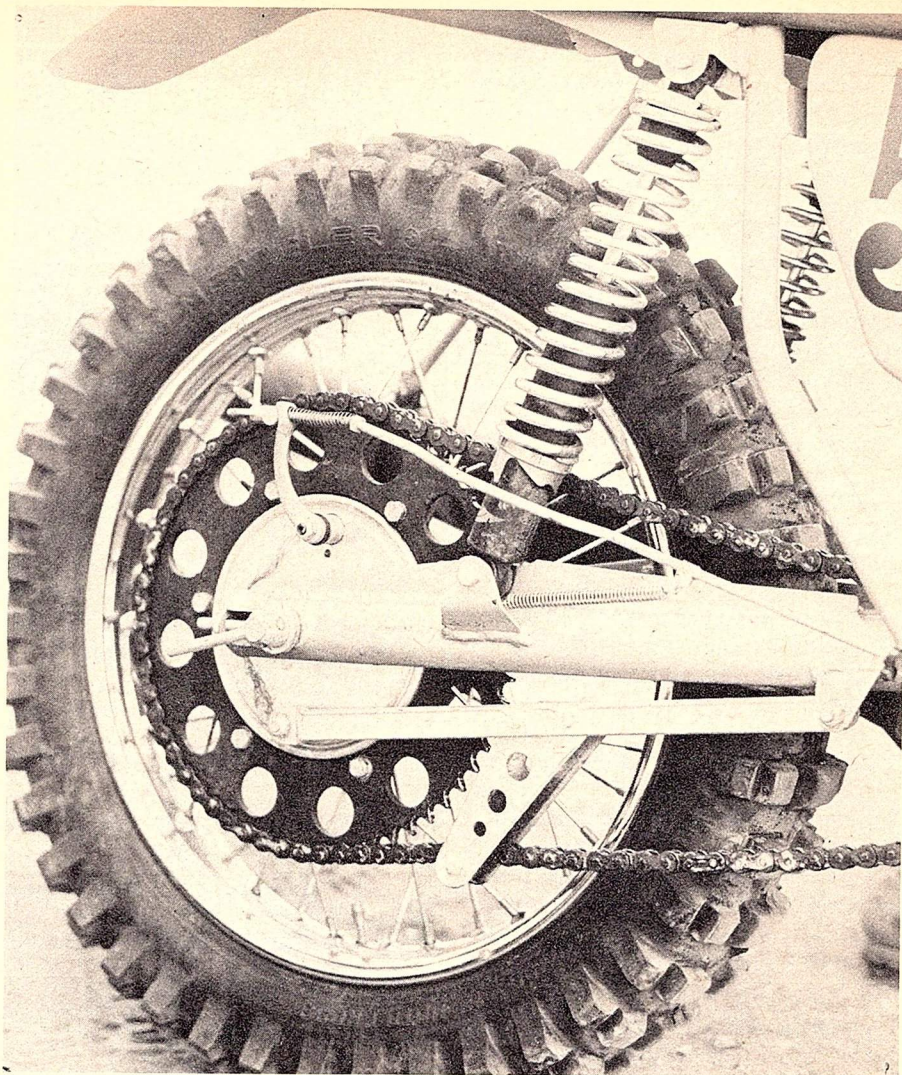
all is ready. Twenty bikes go into gear. Everybody else: "Click, click, snick, click, snick." You: "GRRRRR-UNCH!" Disengaging the clutch plates on a Maico sometimes requires U.N. intervention. You're in gear and

nosing up to the rubber band. Everybody goes on half throttle. You, a devout student of Adolf Weil and mindful in the ways of the 450, keep the revs low, quarter throttle, even eighth throttle. The band quivers. The

guy behind you cradles his head in his arms like he learned in fourth grade air raid drill. Your clutch gets hot and the bike starts creeping. C'mon, c'mon, this thing is gonna leave without m. . . TWANG!

It's really not a question of finessing the bike around the course, but rather a matter of execution. To make use of the tremendous potential of the 450 Maico, it is necessary that you remember to use the *entire* powerband, from just off idle to the top. That's why you keep the revs down off the line. It allows the leverage of the long-stroke engine to take effect, keeping the power pulses spread enough to gain a good knob-hold on the dirt before the heavy stuff comes on. Once the power starts building, the bike accelerates at an astonishing rate. The secret is traction. The Maico puts it all to the ground, if you let it. Every time you open the throttle the motor should be coming just off idle. That means that at times you'll be upshifting, instead of downshifting, for some turns. The upshift rule holds for the "when in doubt" situations also, because the power drops dead at around 7500 rpm, not a situation you want to be in halfway through a high-speed whoop-de-doo section.

But even in the worst of times,



Maicos long travel rear suspension setup duplicates the factory GP frame.





the superior handling of the Maico will keep you out of trouble. Even under the tremendous power generated by the 450 engine, the Maico refuses to swap. It's that kind of machine. You'll never have to worry about it doing something outrageous just as you're about to zap Harry Osowicki going up Heavens to Betsy Hill. If you're the "get out front and hold 'em off" type like our friend Harvey Mushman you'll *own* the critical inside line on a Maico 450. With its legendary steering control, the Maico changes direction like a tennis ball, really setting you up nice for that big handful you're going to grab as soon as you get it aimed in the right direction. When you do gas it, and some poor shnook gets caught in the roost, he'll get

powdered like a prairie dog in a sandstorm. After a while you get a little sadistic and start setting up guys.

THINGS WE LIKED

An exceptionally strong and rigid frame with excellent geometry establishes the Maico as a primo handler. The forks are as good as everybody always says they are. Forward mounted Koni shocks serve as stock setup this year, a nice touch. Still air box is excellent and contains a Twin-Air element, also a nice touch. Metzeler tires work well on the hard, California adobe and anywhere else, for that matter. Most Maico owners stick with the Metzeler. The seat is tall, firm, easy to work with and blends well with the small, slender gas tank,

giving the beast a feeling of lightness that belies its actual weight. The whole bike is nice, really! Lean, functional and well thought out with no design committee hang-ons. It's a bike that's fun to work on and set up for a race. It looks absolutely smashing in the back of your pickup.

THINGS WE DIDN'T LIKE

Those foxy looking fenders, air box and gas tank are all made out of fibreglass that will break if you look at it funny. That tank won't go 40 minutes, either. The distributor told us, of course, that next month they'd all be coming through with plastic. What's a good distributor unless he's got an answer for everything? The rims are steel, which is really burnt.

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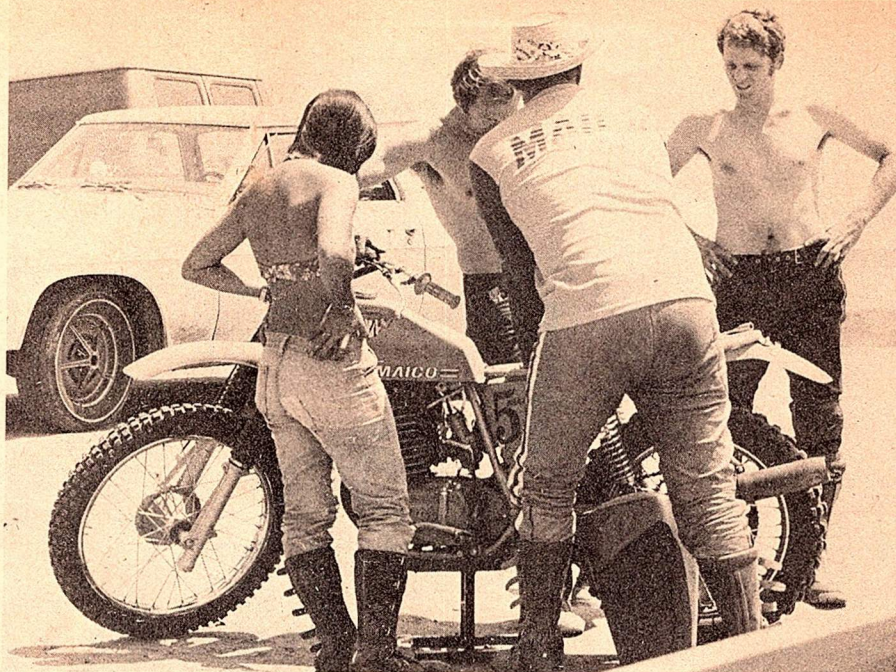
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Debarry, Florida 32713
(305) 688-6051



Like any thoroughbred racing machine, the Maico requires a good deal of between-race attention.

MAICO 450

SUGGESTED RETAIL PRICE: \$1728

ENGINE TYPE, INDUCTION:

Two-stroke, piston port

ACTUAL DISPLACEMENT: 438.3cc

BORE AND STROKE: 82mm x 83mm

COMPRESSION RATIO: 12:1

CARBURETOR: 36mm Bing

CLAIMED HORSEPOWER/RPM

45 @ 7000

PRIMARY DRIVE: Triplex chain

GEARBOX/SHIFTING: Four-speed
left side

GEARBOX RATIOS: 1.99, 1.52, 1.23, 1.00

AIR FILTER: Twin-Air foam

ELECTRICAL: Bosch Magneto

LUBRICATION: Pre-mix

FUEL CAPACITY: 1.5 gallons

SUSPENSION: Maico forks, levered
Koni-shocks

TIRES/RIMS front: Metzeler 3.00x
21/steel

TIRES/RIMS rear: Metzeler 4.50x
18/steel

WHEELBASE: 56 inches

SEAT HEIGHT: 32 inches

WEIGHT actual: 236 pounds

front wheel: 48%

rear wheel: 52%

STARTING: Non-primary kick

COUNTRY OF MANUFACTURE:

West Germany

DISTRIBUTOR:

Cooper Motors

110 E. Santa Anita

Burbank, California 91502

They're not even *good* steel rims. The chrome peels off like a week-old sunburn. Next month they're all coming through with D.I.D.s, of course. The chain requires adjustment after *every* time out. The pipe is cumbersome and heavy, although it is very, very quiet, which makes you more aware of the incredible amount of noises that exude from the bike. Sounds like a chuck wagon going down a rock wash. The outrageously long kickstand brackets itself to the pipe mount, introducing stress that will eventually break said mount. It's better left in the garage. Boy, aren't we *nasty* today.

THINGS WE'RE NOT TOO SURE ABOUT

Maico handlebars have always been the subject of fist-shaking oaths for some riders and the object of affection to others. The bars are rubber mounted to the fork clamps, which isolates much of the engine vibration from your hands, but also isolates some of the feel of the bike. It tends to keep you a bit behind on what the front end is doing. Even the slightest fall will cause the mounts to pivot, making it necessary for the rider to straighten things out before continuing, something we noticed Adolf Weil doing after his

Cont'd on page 68

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THEY HAD EVERYTHING FROM
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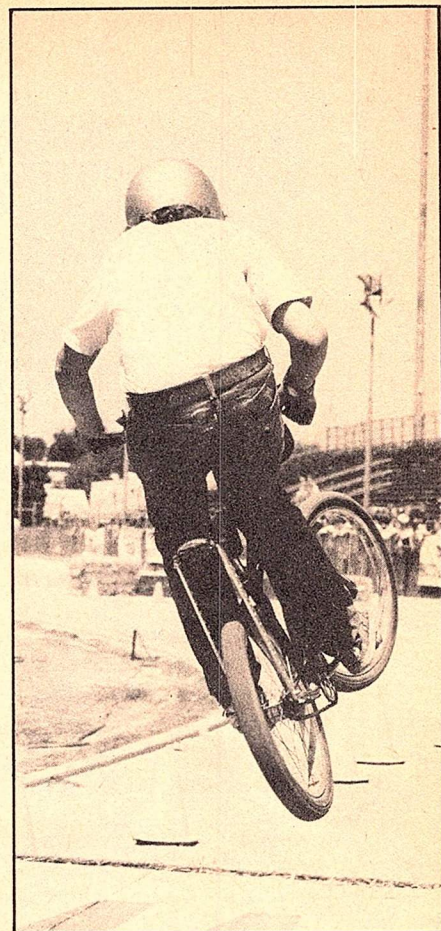
By Rick Miller



Yamaha just promoted pedal motocross into a national sport by kicking off the Bicycle Gold Cup Championship. The first couple of events are being held in California, but the Yamaha folks are going to go national with the fiberglass berms and instant water crossings.

For the first event, we sent local sneaker Rick Miller to do the coverage in the MXA tradition — by entering.

It seemed like thousands of motos showed up. They were riding around the Birmingham High School schoolyard, making



There weren't many cross-ups because they were trying to go as fast as they could. If you want to win, you can't be a showboat.

jumps, just scattered around riding — or just sitting around talking.

After an hour over the scheduled time, things started. Everyone gathered at the gates — either to pay their dollar to get in or to sneak in. Some just kept riding around.

We already knew what classes we were; we signed up at Yamaha dealers. They had a sheet that gave you points — like if you were a hundred pounds, you got points. Age and height counted too. That was the first place that cheating and switching started — mostly cheating. Like a friend of mine is 14 and he was a novice; he was in my semi-final. I wouldn't say his name because his brother will super beat me up.

First of all, you had to give them your dollar and sign a waiver. Then they stuck some stickers on you and your bike and taped a number plate on.

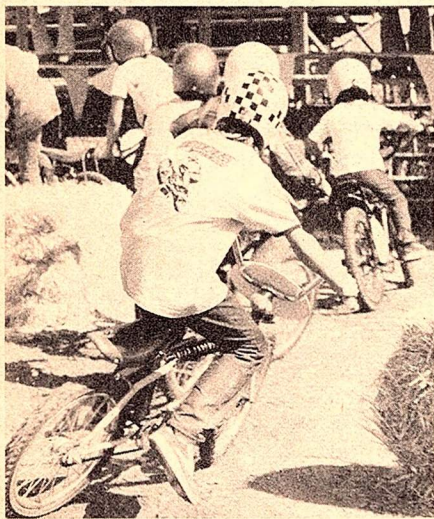
Then we went through the tech inspection. They did it pretty



Note the man-made berm.

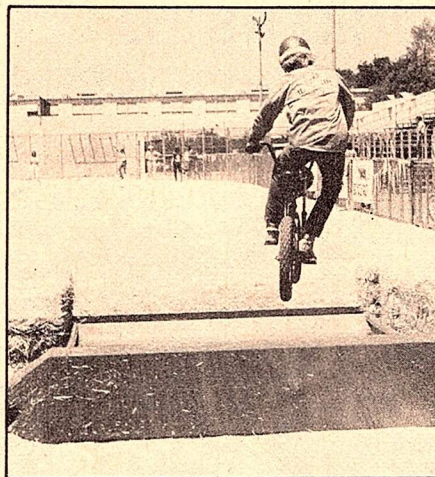


The first turn got crowded. I tried to cut it as sharp as I could.



In the S-turn, you slid, got stopped and almost had to push it on the second part.

hard; a lot of kids had to go fix their bikes. They checked spokes, axles and pads on crossbars and goosenecks. At least they lent us wrenches. When the bike was OK they put a sticker on saying you passed inspection.



Tom Lund clearing the water jump.



Bouncing off a bike to straighten yourself out.



The flagmen never really did.

We put our bikes in a boxed-up area and waited. We walked the track and it took a long time to get everyone signed in. Then we waited longer.

Finally, we all went and got our bikes and they let ten of us out at a time for a practice lap. It just kept going.

Then we drew for starting positions.

That starter seemed good. You didn't want to jump the gun; he'd disqualify you. But I saw a couple of kids do it. He didn't disqualify them. I guess he just wanted to scare us. He was good. He didn't jerk the flag. He brought it up and down — he had a rhythm.

In the eliminations, the first two riders went to the semi-finals. When we finished, we put our bikes in the impound area. You got a sticker with one hole punched in it for first; two for second.

Lots of guys I talked to said they got tired at the first jump, at the turn, probably got tired just thinking about it. I got out of breath at the last jump — the water jump — but it didn't matter. I wasn't even nervous during the semis.

There were a couple of really bad wipeouts at the mudhole. It got slippery and they were throwing hay on the ramp.

Larry Huffman was there at night for the finals. They had pom-pom girls — I mean, cheerleaders — and the national anthem.

RESULTS

FIRST YAMAHA BICYCLE GOLD CUP

BIRMINGHAM HIGH SCHOOL
VAN NUYS, CALIFORNIA

NOVICE

- 1.....Bob Watts
- 2.....Greg Surmi
- 3.....Phil Palfreyman

JUNIOR

- 1.....Dave Clinton
- 2.....Doug Takahashi
- 3.....Bob Encinas

EXPERT

- 1.....Brian Ramocinski
- 2.....Richard Langous

The novice riders were the last to ride until at night, then we were first. So there wasn't as much rest, but it was still all right. You didn't have to wait that long.

Again, novice riders went first in the finals.

It was eleven o'clock or ten by the time they gave out the trophies and everything. Just waiting for your races and sitting around watching the other ones — it was a long day!

The expert finals had a big controversy. Only the first rider made it through the first turn and the second one slid and caused a big pileup. One of the Webco-sponsored riders said he was the only one to go around and that everyone else was jumping the hay bales. It took 45 minutes for it to settle down and then they found out that the winner was 17. They disqualified him and there were only two official expert finishers.

Oh yeah, me! I came in first in the first race, and then transferred to the semi-finals. I came in second. At the finals, I drew a starting position right up against the fence. I got a bad start, passed ten guys and came in fifth.

I want to do it again! All's I've got to do is change my gearing — and get a better starting position.*

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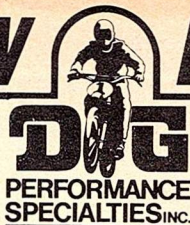
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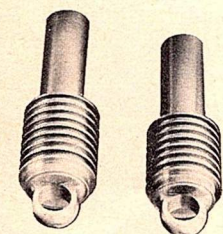
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For 11.9 and 12.9 KONI'S. Aluminum fins help dissipate heat. Counter-bored for more fluid capacity, increased cooling. (Specify 11.9 or 12.9 when ordering)

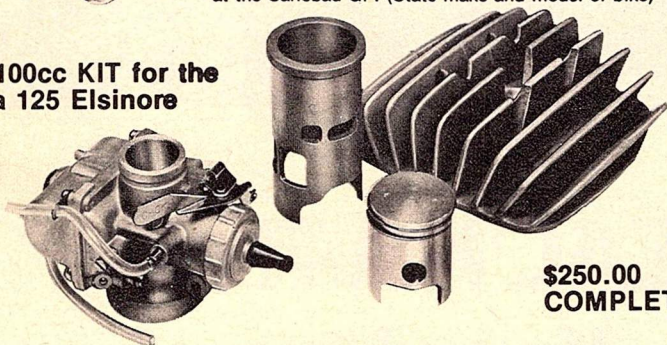
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The type used by Heikki Mikkola and other international riders at the Carlsbad GP. (State make and model of bike)



DG's 100cc KIT for the Honda 125 Elsinore



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COMPLETE**

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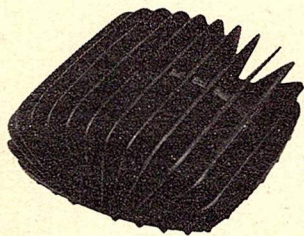
For the Honda 250 CR (and other makes). 1975 model aluminum Radial Head now has 13 radial fins for superior cooling.

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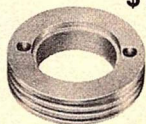
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Announcing the DG

Moto-X by mark shader

Exciting game for ages 9-16 plus. Accommodates from 2 to 6 players. Form 2 teams — American and European. Roll the dice to advance. Avoid the penalty and disqualifying blocks and first one in wins that Moto.

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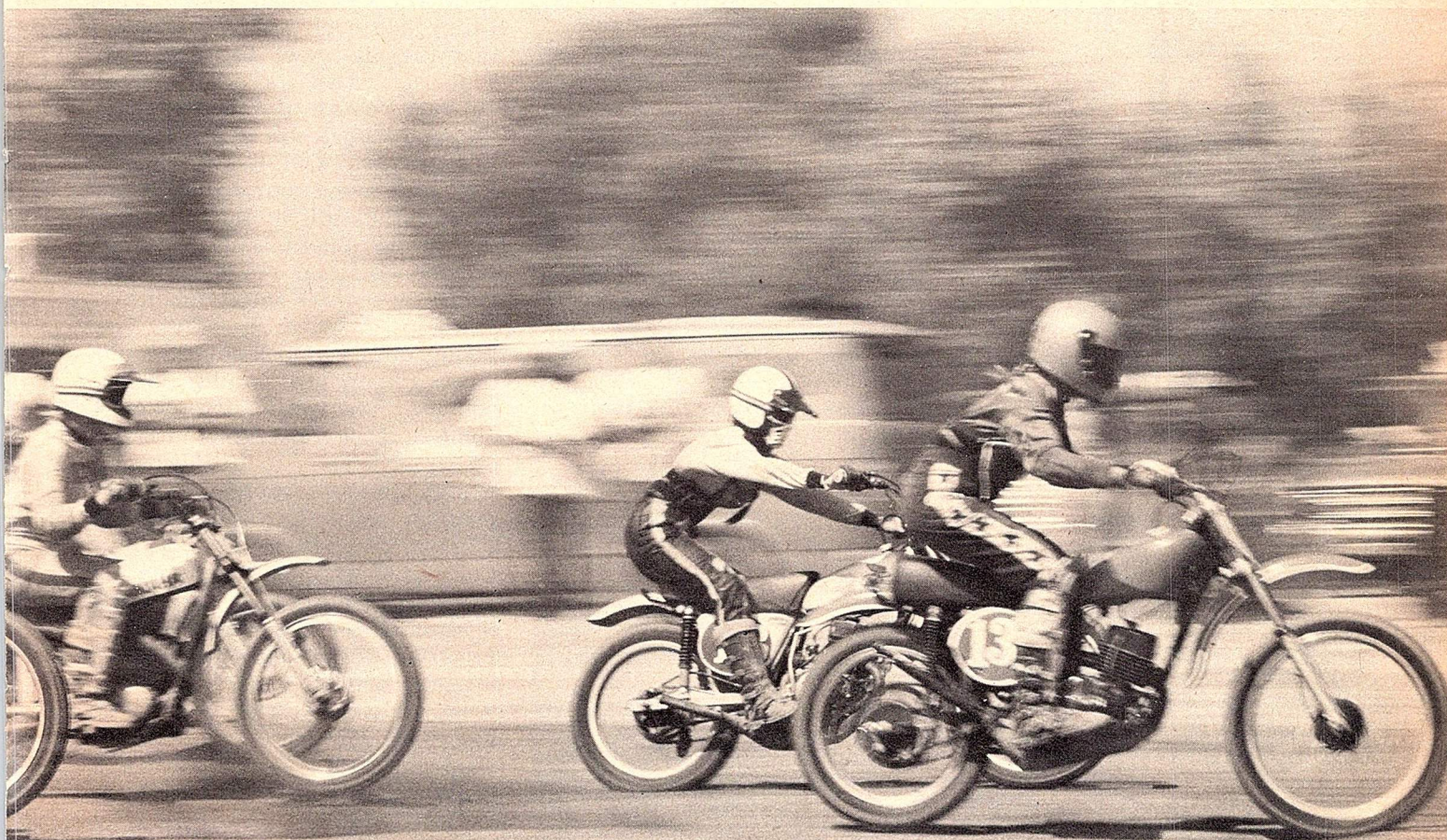
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COMPETITION

WOMEN'S NATIONAL CHAMPIONSHIP

By Paul Boudreau

These ladies are so fast, it isn't a matter of
"After you, ma'am," in the turns.
You no longer have any choice.

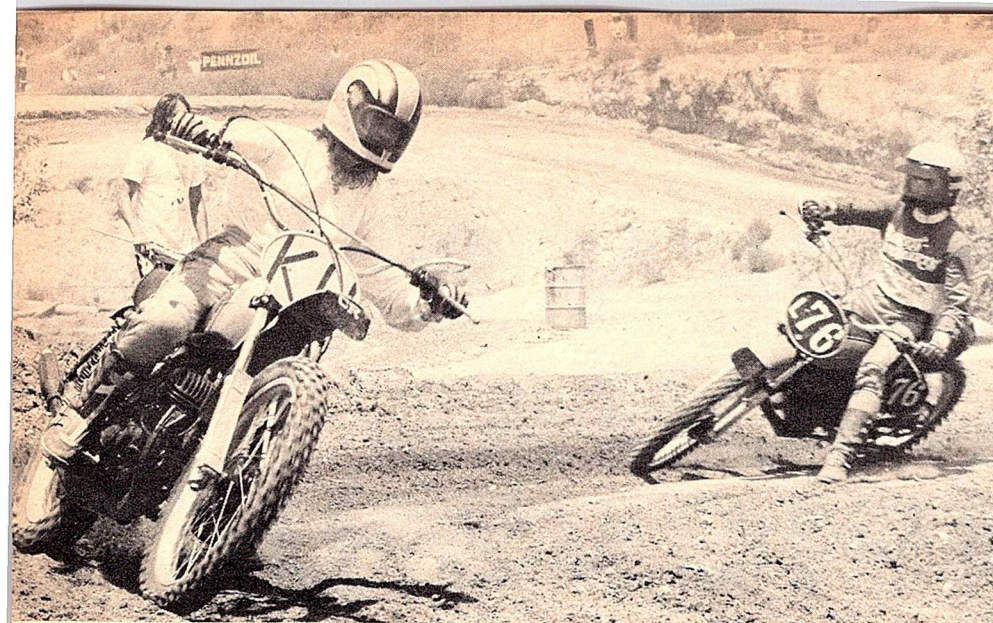


Team MXA's Paulette Napoleone digs in the November project Honda behind class winner Lisa Howard's very radical Suzuki.

Who is the baddest lady in town? We've all been kinda wondering about that for the last couple of years, ever since the girls

found out there's more to racing than leaning on a fence and saying "wow." You couldn't really tell because, up 'til now, women's

racing hadn't been enough on an organized level to find out who was doing it to whom. Most of the time the "Powder Puff" class



Tiny Kim Herbert squares her shocking pink Elsie.



Chief engagement of the day was between Lorie Watson (115) and Janene Turton. Lorie gleeped the first moto . . .



. . . but Janene stung her the next two times out.

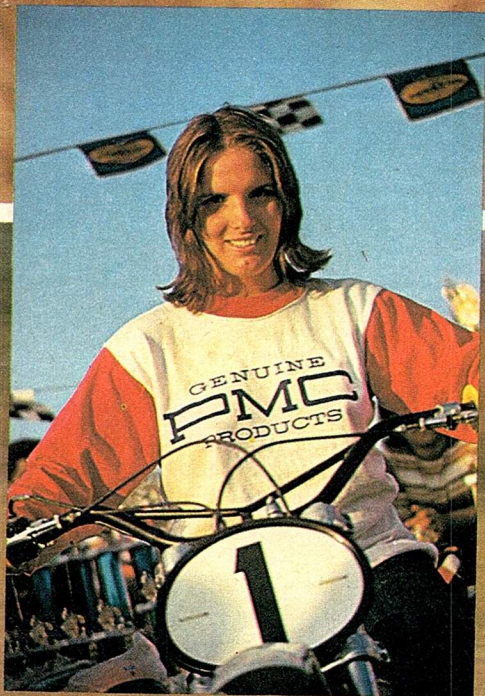
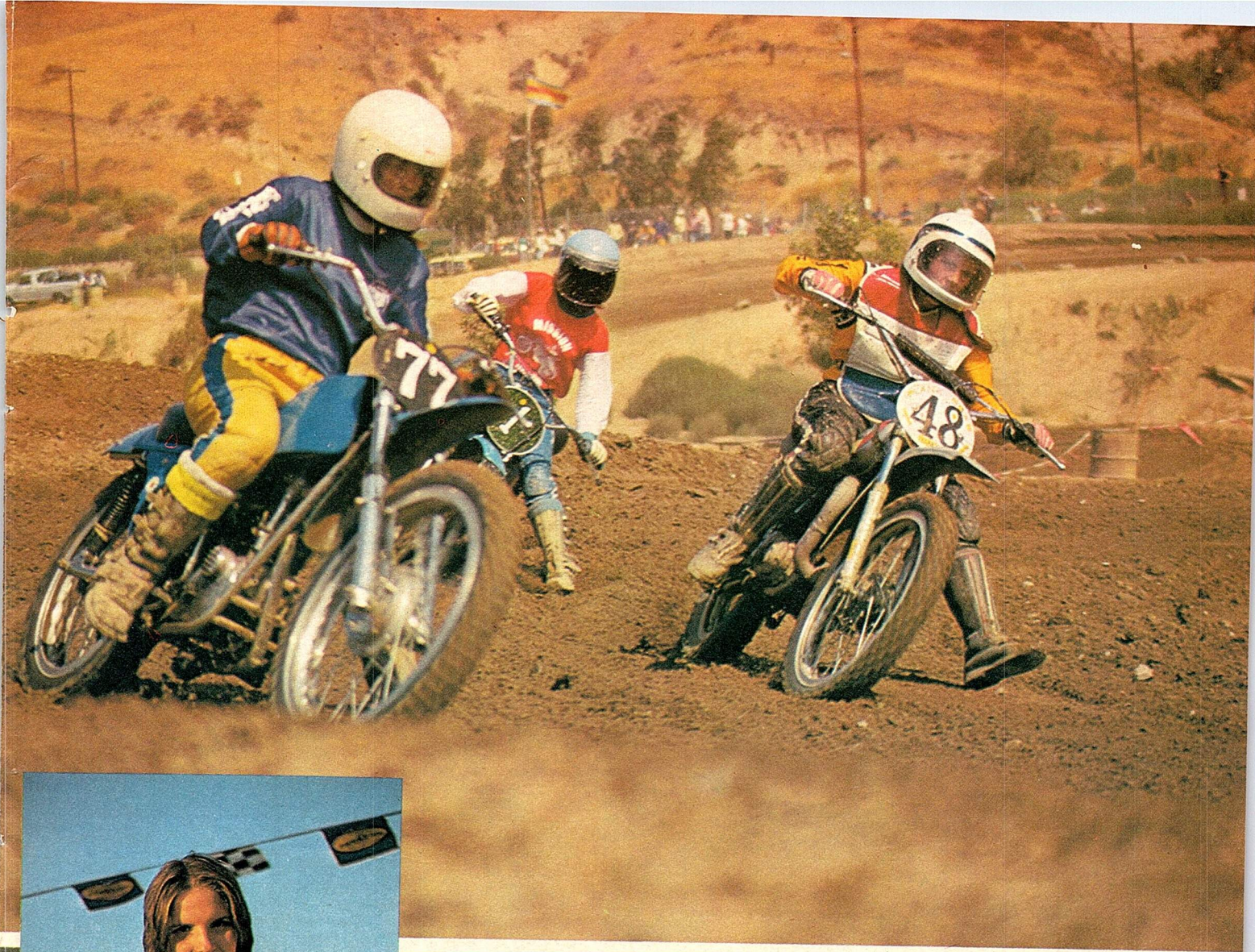
(ugh) was thrown in with the minis or old-timers or whatever was the grunt class of the day in the club races, and the ladies never got a chance to have it out with each other in a real all-day motocross. Still, the cream was surfacing. Names took on a familiar ring as Nancy Payne, Janene P. Turton, Cherry Stockton, Lori Watson and Sue Fish started bringing home trophies on a weekly basis in California.

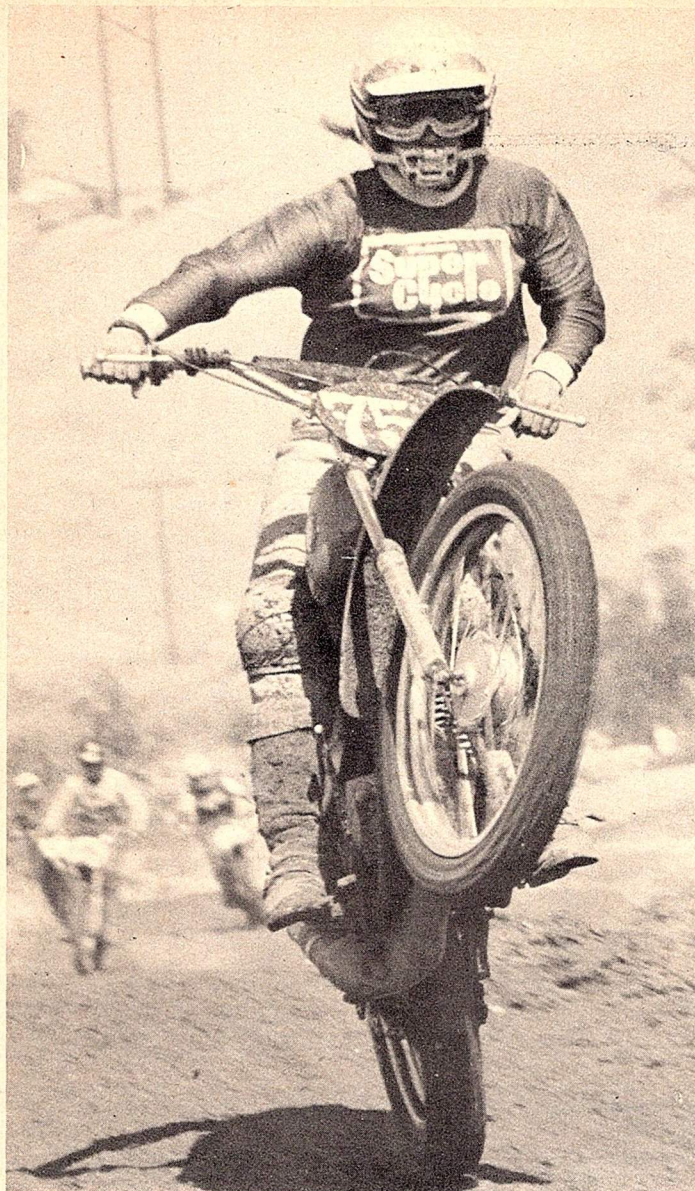
Elsewhere, the girls were doing what they could, in most cases mixed in with the men where they found scarce encouragement at the back of the pack. A few, like Nancy Thomas and Marion Kem from the Northwest and Debbie Wilkins and Kellie Golden from the South, were putting the roast on the guys, but for the most part the hot competition was focused on the hard, dusty courses of Southern California. It was thus fitting, although not very proper, that the big brawl, the first real, all-out ladies National Championship motocross, dropped its gates at Indian Dunes, Los Angeles' Old Reservation, a flat, featureless course that tested neither the skill of the rider nor the mettle of her machine, but did provide common ground for the ladies to choose their champion.

Camps formed quickly. The young ones would smoke the old ones. Experience would be the equalizer. An out-of-stater would come and blow everyone into the crabgrass. The California girls would sweep. Emerging as top mouth was Lori Watson, a 35-year-old mother of two from California, who, after annihilating the talent-packed women's division of the Viewfinders Grand Prix two weeks before, stated her intentions in no small terms: "I'm going to ride all classes and I'm going to win all classes. It's as simple as that." A mustache and black cloak couldn't've set her up

Continued

OPPOSITE PAGE Top: Three ladies look for lines on the flat course. **Bottom:** Janene Turton, top 125 Expert. **Insert:** National Champion Nancy Payne fondles the grand prize, a new Can-Am.

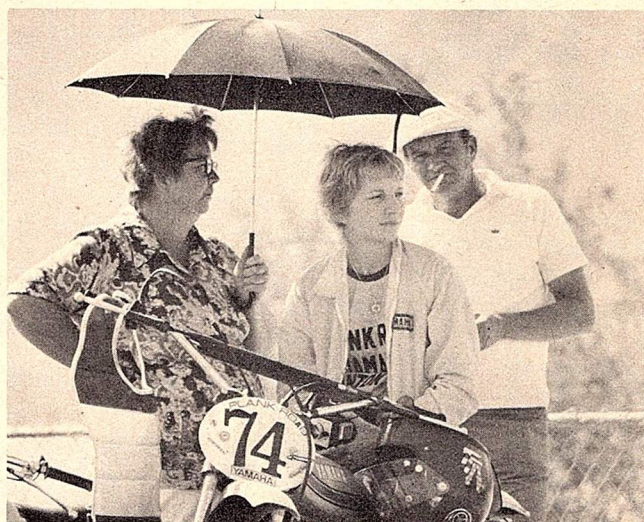




Sue Fish.



Nancy Thomas takes a hard swallow before gearing up.



This motocross family came all the way from Louisiana to compete.



Peggy Oki, MOTOCROSS ACTION's beginner entry, pulled off a second in her first race ever.

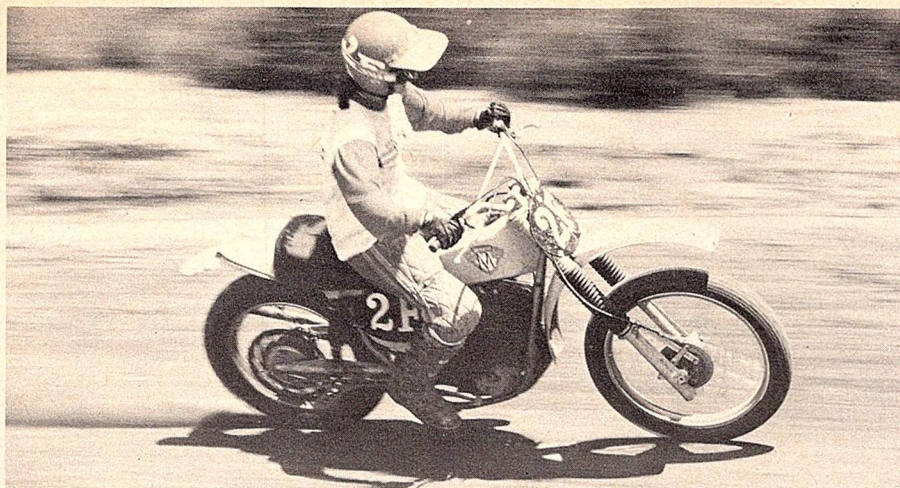
better as the villain, the odds-on favorite to be beaten.

A week later, Janene Turton holed out the 125 Junior class at Mammoth Mountain (Nov. MXA), finishing second in the moto, startling hell out of her 32 male competitors and serving notice that she wouldn't be playing games at the ladies' Nationals. Recovering from a long series of shoulder injuries, Janene was back on the pace she had reached two years before as the "Fastest Girl on Two Wheels."

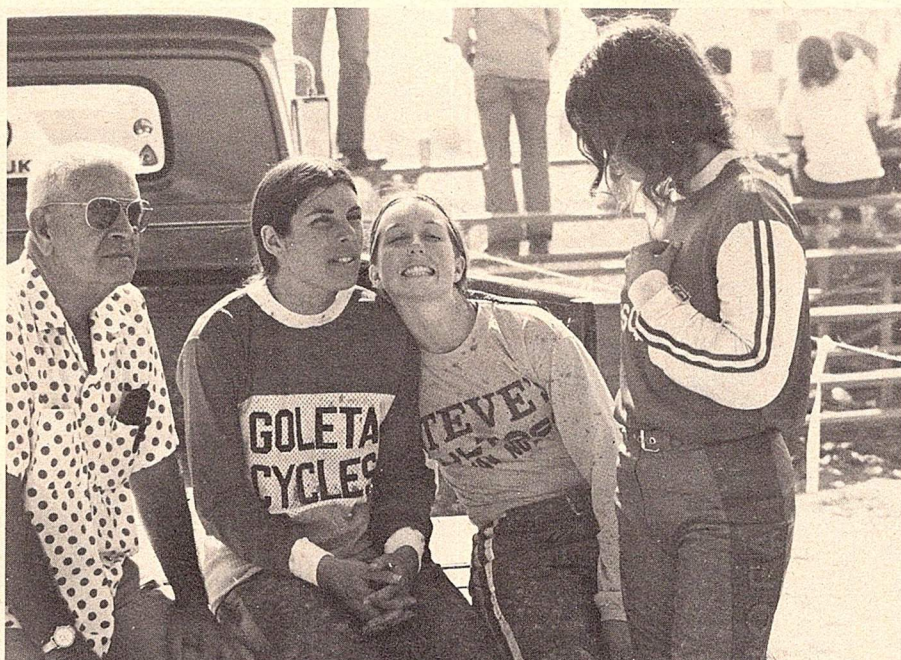
When the gate fell on the first 125 Expert moto, the elite class of women's racing, you knew these fast ladies were hungry for that first turn. They all held it wide open, and out of the tangle came Turton and Watson, grip to lever in a battle that lasted the whole

race, with Watson scoring the win. It was all Lori had for the day, however, as Janene came back in the second moto to trounce her soundly and then walk away with the third race unmolested; punctuating her control of the situation by flashing from third to first in a single move past an incredibly rapid Juana Madrid and smooth-riding Kelly Bartlett. Meanwhile, moving into a strong third behind Madrid, Nancy Payne was amassing the points she needed to combine her 250 motocross win and good finishes in the following day's Grand Prix events to take the title of Women's National Champion.

Kenny Zahrt and I watched the racing from the infield. "Y'know," said Kenny, "this is like the Trans-AMA. These chicks



National Champion Nancy Payne, flawless on her 250 Maico.



Daddy-o, Cherry Stockton (June '74, MXA), Janene Turton (ya big ham) and Marcia Holly (Team Husquarna).

are really gassing it. The race has all the same elements of a big international event. You've got a couple of really smooth riders battling for the lead, and some berserkers, and crashers, and each race seems to have one *really* talented chick who never quite makes it to the front. But no toads. These girls are *fast*."

The talent Ken spoke of radiated mostly from one Sue Fish, a smiling, doe-eyed 15-year-old who seems to be perpetually astride a motorcycle. Sue is faster than most of her older competitors but lacks the experience only the smoothing process of time can bring. Crashes and bike problems kept her out of the standings in the 125 race; but

nothing could keep her from raking the mini bike motocross on her XR-75, a clean, three-moto sweep. *

RESULTS

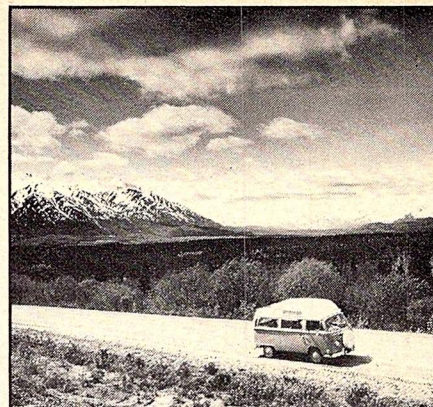
125 Expert

1. Janene Turton, Bultaco
2. Juana Madrid, Honda
3. Nancy Payne, Honda

250 Expert

1. Nancy Payne, Maico
2. Nancy Thomas, Honda
3. Jan Kline, Honda

Overall National Champion
Nancy Payne, Burbank, California



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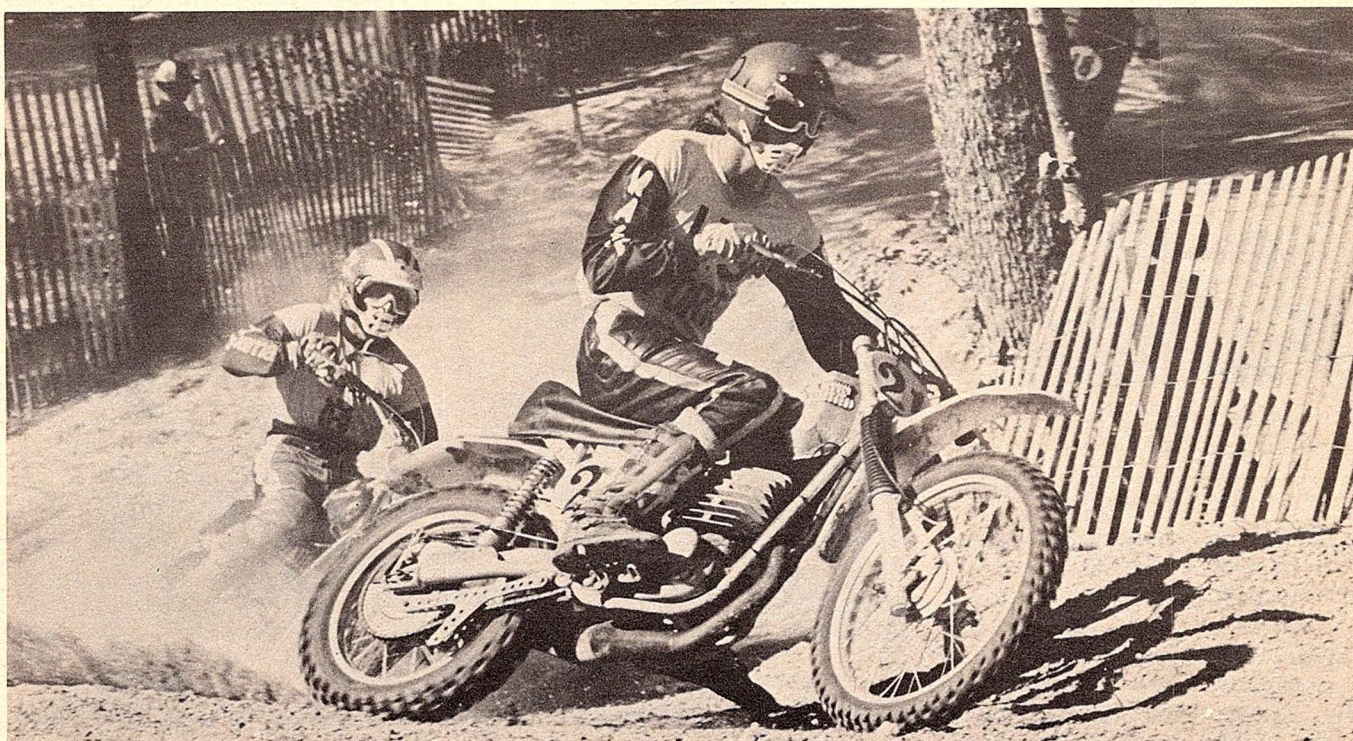
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COMPETITION TEX-AMA II

Four-star racing in the Lone Star State.

by Pete Szilagyi



Two of Texas' most serious stars: Howerton chases Stackable.

Many of the spectators who filed into the first '74 Tex-AMA race at Lockhart were disappointed. They had expected the pits to be jammed with factory teams; big Kawasaki, Honda, Yamaha, Husqvarna and CZ trucks full of big-name riders and ungodly trick machinery. The factory teams were more conspicuous by their absence. Tex-AMA was purposely scheduled during a break in the National series, but most of the teams were undermanned and didn't see the somewhat meager Tex-AMA purses as enough

incentive to make an appearance, though the lucrative Texas motocross market should have been incentive enough.

Jim Weinert *was* there, as were Don and Gary Jones and a retinue of Can-Ams. Weinert likes Texas, but seems out of place when he opens his mouth and those whiney-sounding New York words start to spill out. Maybe he just showed for the Corn-O-Cross and the pleasures of southern comfort. The Jones family started racing not too far from Lockhart and can usually be counted on to appear at most of the big Texas races. Especially this year, since Can-Ams in Texas are as rare as armadillos in downtown Los Angeles.

What some spectators might not have realized was that Texas had built up its own collection of big-name riders, who may be overexposed to the locals, but are now as well-known and respected nationally as some of the riders gawked at during Tex-AMA '73.

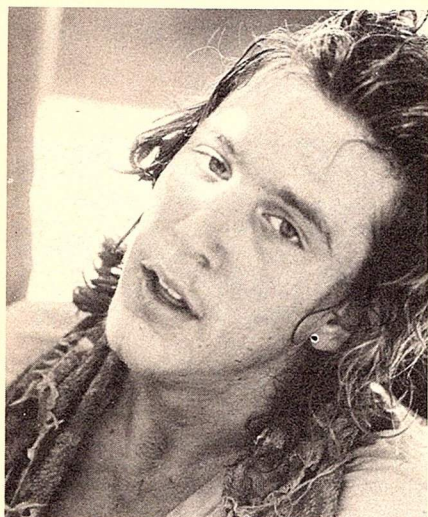
Steve Stackable and Kent Howerton are now national stars, while at last year's Tex-AMA Stackable was merely a good, polished, consistent rider but unknown east or west of Texas, and Howerton was just beginning "serious" racing on a Yamaha 250 MX.

Then there are Danny Doss, Steve Wise and Keith Duffy, who made deeper inroads to success and will probably be nationally

OPPOSITE PAGE: Berms, Texas-style.

known by the time Tex-AMA '75 rolls around. And ubiquitous Wyman Priddy and Jack O'Leary, Jr., both of whom may be considered veterans but are still capable of changing the complexion of any race. All these solid riders met head-on with almost a hundred hopefuls; some more hopeful than others, some who didn't even belong on the same track.

Let's watch them duke it out.



Keith Duffy after his ball-busting Bravo ride.

LOCKHART

Riders call Lockhart's track "the freeway"; last winter Sonny DeFeo rode his first race at Lockhart and somewhat incredulously proclaimed... "It's all straightaways!" That's almost true. Except for some really nice twisty stuff in and out of two deep gullies, Lockhart is fast third, fourth and fifth gear riding, especially the downhill start straight which has broken more collarbones than really necessary. Still, it's a challenging layout because the thing is so rough and the sun is always so hot.

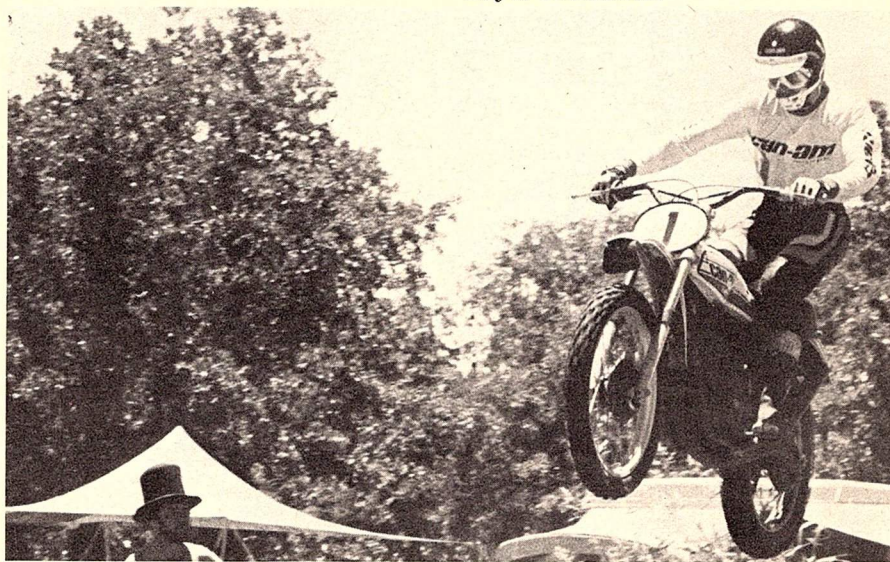
Gary Jones decided to ride both the 125 and 250 class on his Can-Ams. The 125 motos should have been easy for Gary, but there's this upstart kid from Ft. Worth named Danny Doss. Doss has a long, loose, easy style and always looks like he's playing around, but if you look at his eyes you can tell that he's dead serious. Jones aced Doss in the first moto, but they both kept falling down in the 30-minute finale. Doss almost pulled it off, but Gary got him on



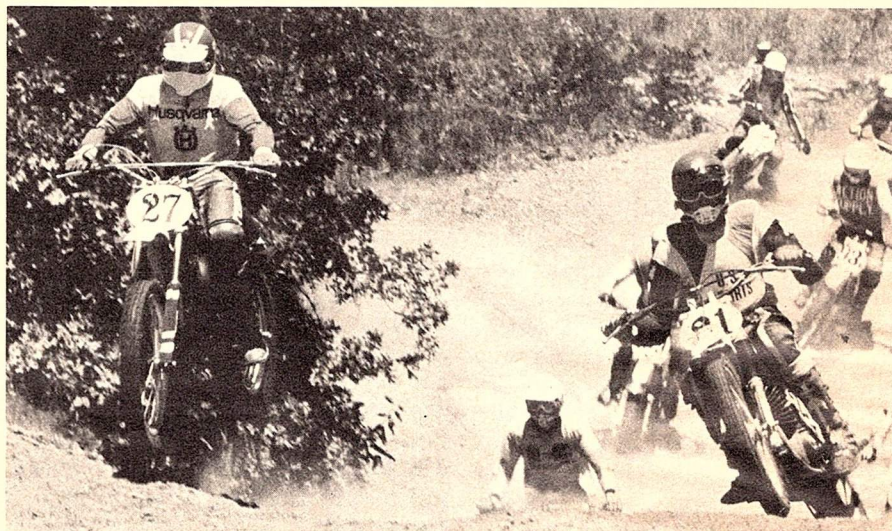
Danny Doss kept things interesting for "vacationing" Gary Jones.



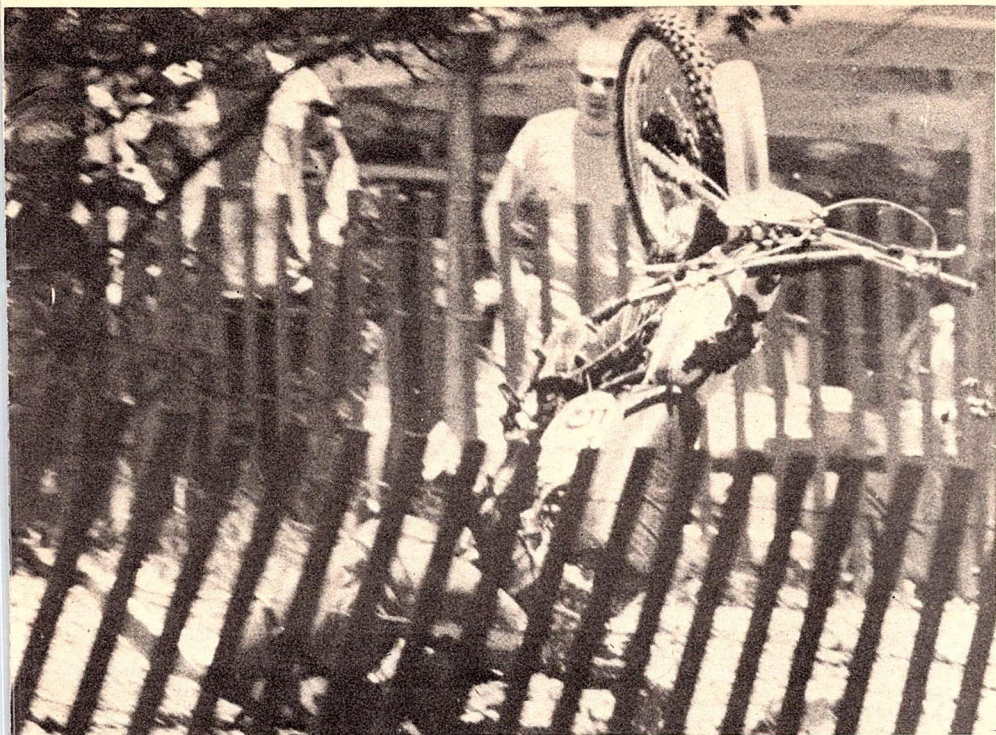
Steve Wise and his Honda dueled with Jim Weinert and his Kawasaki through most of the Series. His riding style is "early Bryar Holcomb."



A top-hatted spectator watches Jones chase that pesky Doss.



Kent took the fastest line, but not the smoothest. Stack prepares to flash by.



Look closely and you'll see Jack O'Leary being beaten over the head by his YZ 250.



It was a tad muddy at Killeen. Howerton thinks it's funny.

the final lap. Still, it was amazing how fast Danny could gain on Jones. Maybe Gary was just playing.

Nearly 40 riders, led by Jack O'Leary's seemingly out-of-control YZ, started the first 250 moto. Jack led for a couple of laps, then crashed, and the moto began shaping up. It was another Texan playing challenge the star, this time Steve Wise and Jim Weinert. They pulled way ahead of the pack and began to swap positions. Weinert was not playing and Wise was working on a giant rush of adrenaline. After about 20 minutes of frantically trying to get past Wise, Weinert laid back and let Steve pick the lines and do all the thinking and worrying. Then, in the final five minutes, Jim slowly regained his position and motored past Wise's Honda for the win.

Another Wise-Weinert heart-stopper developed as the second moto began, but Jim slipped down early in the race and never was able to catch up with Wise. Nor was Jody Foust, O'Leary, Jones or the 30 or so others.

Both Steve Stackable and Kent Howerton call Lockhart their "home track," and a flip of the coin could easily have been used to decide the winner. Or so everyone thought until Stackable totally ran away with the first moto. Steve had lapped all the way up to third place by the time the moto was over and turned the fastest lap times ever recorded at Lockhart. Howerton slowly fell back to 100 yards behind Stack's U.S. Sports Maico, but even he was totally out of third place finisher Wyman Priddy's sight.

Luck, of course, plays a big role in motocross, and Howerton (for a change) took home first place cash when Stackable's engine belly-upped in the middle of a second moto rerun.

LAKE WHITNEY

Lake Whitney's motocross course is nigh indescribable. Imagine, if you will, your wildest fantasies: a natural terrain course with plenty of traction and well-conceived obstacles, a couple of long straightaways, several sharp uphill and dropoffs, a sprinkler system to kill the dust,

showers, fishing, camping, a several-hundred acre riding park surrounding, and a wide, clean-water river running through the whole mess. If Lake Whitney were in Los Angeles, it would run Indian Dunes out of business.

Jones dispatched with the 125 class easily today. Danny Doss rode his Elsinore a total of about 200 yards all day long, leaving former Penton star Mark Harrington as Gary's only challenger. Mark scored a pair of seconds on his Honda, and Joe Wilhelm, who always wins the 125 class at Whitney, was third.

In the 250s, Weinert rode his final Tex-AMA moto. Jim's throttle stuck several times and put his heart in his mouth and his head back in California. Wise again doubled, but only because Jody Foust's Bultaco had a flat on the last lap.

Stackable was apparently still PO'ed about Lockhart and showed up at Whitney with a Penton 400, which he rode in practice and then declared unfit for racing (at least until it was properly prepared). He hopped on a very tired Maico 400 and proceeded to disappear over the horizon. Kent Howerton gulped and held on to second, Wyman Priddy (of course) third.

KILLEEN

Everybody wants to forget about this race. From the manager of the local Dairy Queen (the race was billed as the DQ 2000); to the riders who just plumb couldn't ride in the slick, black mud; to the Ft. Hood Dirt Riders, who originally sanctioned the race for their outasight on-base track until a new Commanding Officer turned thumbs down; to the spectators, who wore just T-shirts in wet, windy, 60-degree weather; everyone lost. It rained. The only person able to maintain his good humor was Light Brown. Everyone else wanted to go home and cry.

Gary Jones wrapped up the 125 series overall today by motoring through the thick mud faster and more stylishly than Danny Doss. It was amazing that as many 125s finished this race; their engines were totally covered with mud, the wheels would barely turn, and the clutches had to be slipped continuously.

The 250 class was not quite as

RESULTS	
LOCKHART	
125 Professional	Open Professional
Gary Jones Can-Am	Kent Howerton Husky
Danny Doss Honda	Gary Parker Penton
Sam Finger Honda	John Dublin Maico
Steve Foster Honda	Bryan Fox CZ
	Jack Siegrist Maico
250 Professional	RIO BRAVO
Steve Wise Honda	125 Professional
Jim Weinert Kawasaki	Glen Johnson Honda
Jody Foust Bultaco	Wesley Groce Honda
Dave Pessy Ossa	Charles Cavin Honda
DeWitt Knox Yamaha	Tom James Honda
	Danny Doss Honda
Open Professional	
Kent Howerton Husky	250 Professional
Wyman Priddy Kawasaki	Kent Howerton Husky
Steve Floyd Bultaco	Keith Duffy Bultaco
Danny Weir Maico	Steve Wise Honda
Dick Nowell Bultaco	Duane Schultz CZ
	Don Sanford Maico
LAKE WHITNEY	Open Professional
125 Professional	Steve Stackable Maico
Gary Jones Can-Am	Kent Howerton Husky
John Harrington Honda	Steve Floyd Bultaco
Joe Wilhelm Honda	Bob Sibley N/A
Tom James Honda	Gary Parker Penton
250 Professional	SERIES OVERALL
Steve Wise Honda	125 PROFESSIONAL
Gary Jones Can-Am	Gary Jones
Bob Pickard Kawasaki	Danny Doss
Duane Schultz CZ	Glen Johnson
	Mark Harrington
Open Professional	Tom James
Steve Stackable Maico	
Kent Howerton Husky	250 PROFESSIONAL
Wyman Priddy Kawasaki	Steve Wise
Dick Nowell Bultaco	Bill Green
	Kent Howerton
KILLEEN	John Poor
125 Professional	Jody Foust
Gary Jones Can-Am	
Danny Doss Honda	
John Harrington Honda	
Sam Finger Honda	
David Klein Honda	
250 Professional	OPEN PROFESSIONAL
Bill Green Bultaco	Kent Howerton
John Poor Bultaco	Steve Stackable
Phil Yarbrough Bultaco	Steve Floyd
Dave Reynolds Penton	Wyman Priddy
DeWitt Knox Yamaha	Gary Parker

predictable. Bill Green, an unknown but very proficient Houston Bultaco rider, swapped places with several more-ballyhooed riders like Jody Foust, Keith Duffy and Steve Wise. As a matter of fact, after they were covered with mud, only

their mothers could tell for sure who was who. Green won and several other lesser-knowns collected the rest of the money in this class. Patience is its own reward.

The mud was so sloppy and
Cont'd on page 69

MAIL ENTRIES

Cont'd from page 13

more, they said you can't gas the Elsinore while leaning over because it'll spin out. Do those guys know what they're talking about?

Mike Paris
Lake Providence, Louisiana

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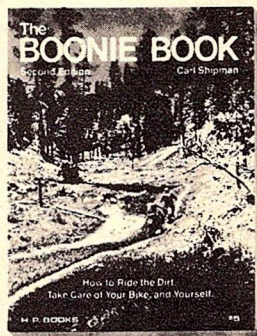
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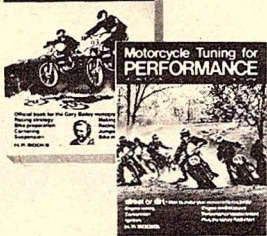
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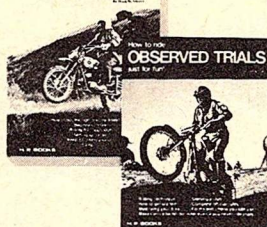


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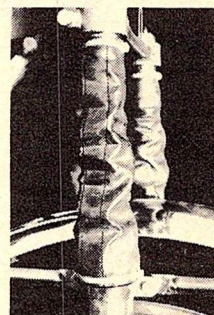
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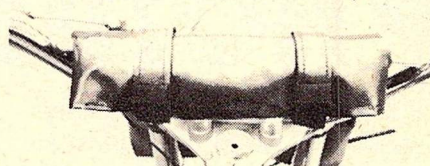
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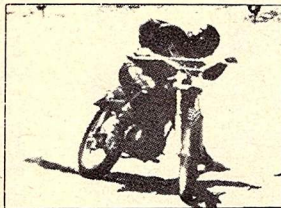
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BALDWIN

Cont'd from page 22

the 95-degree Kansas heat was too much for him. He had to drop off his leading pace, and several of the frontrunners passed him before the checker. Steve Stackable took the win, but Falta's second was good enough for the overall. Kent Howerton notched his second fourth of the afternoon, good enough for second overall on a day when consistency counted.

The 125 National was a good chance for Can-Am's Jimmy Ellis to prove that he's all back together after his serious injury during the Florida Winter Series. Jimmy carded a convincing (1,1,2) aboard the white and black rotary-valver, while Marty Smith was riding to a safe and sane second which was good enough to give the National 125 title to him and American Honda. Fast Eddie Cole finished third in the first two motos, only to have his own rotary-engined Kawasaki go sour in the final moto. Kind of a bummer after all the work he'd put in on a hot Kansas afternoon.

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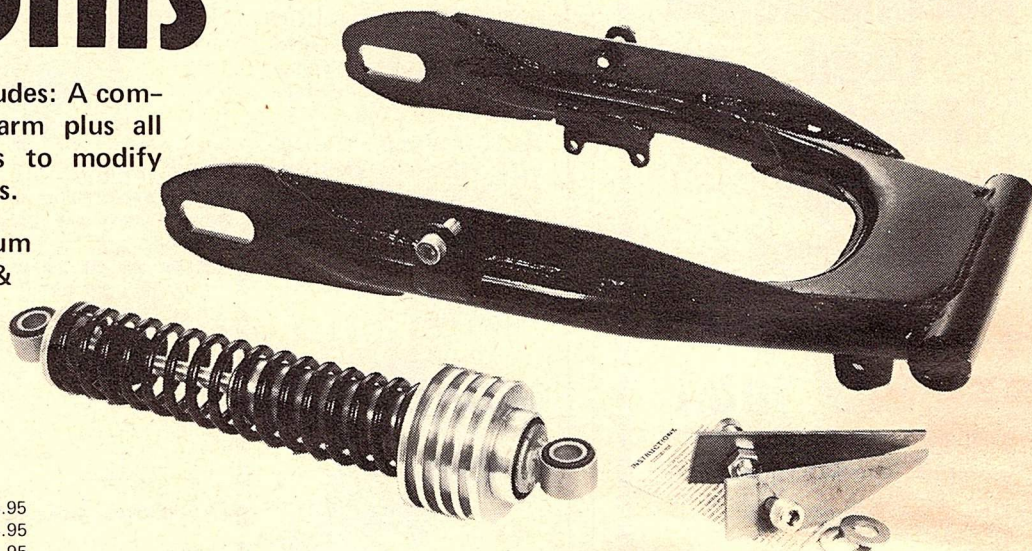
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MOTOCROSS ACTION

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WORLD CUP

Cont'd from page 29

When Jim Pomeroy grabbed the lead from Velky in the second moto it looked like it was all over, since it didn't seem anyone present could handle the young American. But Weinert didn't know about that and, showing a great deal of poise, caught Pomeroy and passed him. Bimbo's Bultaco was definitely showing signs of dust fatigue as Weinert's Kawasaki pulled away to take the win. Hartwig's assault on the leaders was again aborted, this time by a derailed chain.

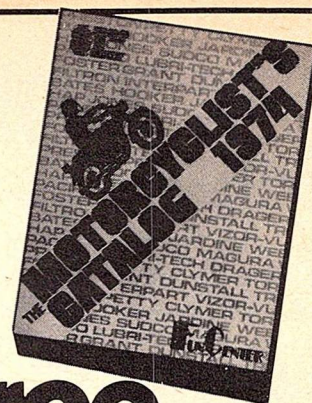
125 WORLD CUP

"Tim will win" was the consensus days before Mr. Hart combined a first and second to become the second American to win an FIM-sanctioned World Championship event. The glory of the victory, however, was blunted a bit because Zundapp factory riders Malherbe and Schneider didn't show up. In fact, only one European, Husqvarna factory rider Torbjorn Winzell from Sweden,

competed to give the event international flare. Wonder if that creep Edison Dye had anything to do with blowing the overseas entries?

For Hart it was a matter of putting the most into 45 minutes. California's Mark Tyer got the holeshot in the first moto and looked like he'd run away with it 'til his DG Honda succumbed to the same ills that befell the 250s. This gave Bruce McDougal the lead which he turned over to Hart after a four-lap battle. Hart was opening it up when his motor went sour, putting Marty Smith right on his tail for the remaining laps. The crowd went nutty running from turn to turn watching Smith put many moves on Hart, but the Yamaha veteran endured, countering Smith's every move to take the win by a wheel.

The second moto saw Hart stall off the start with an unopened fuel line, leaving McDougal and young Kawasaki team rider Eddie Cole to put on a terrific dice for the lead. While these two tuckered each other out, the "L.A. Fire



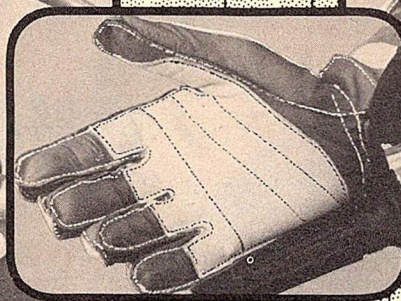
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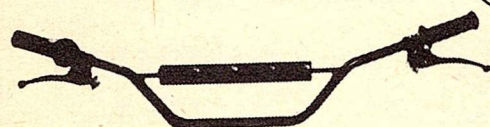
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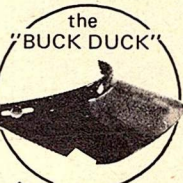
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WORLD CUP

Dept."—Mickey Boone and Marty Smith on their blazing red factory Hondas—closed in. Hart was still working through the pack, but some quick calculating by the Yamaha pit crew showed Hart would be with the leaders by the end of the race. The "keep pace" signal went out for the worried Hart. Boone turned his pace up a few clicks and broke into the lead, never to be headed, while Hart, true to his crew, crossed the line in second for the overall win.

When the dust finally settled over Zoar Motorsport Park and the Park was all but emptied of spectators, Steve Whitlock, Honda team mechanic, surveyed the sea of broken and burned racing equipment that was spread around the pits looking like a million-dollar swap meet, glanced at his own decimated Honda 250 racing effort, rechecked the 125 scores showing his team everywhere but first and shook his head. Turning to fellow Honda wrench Rick Jones he muttered, "We sure engineered the hell out of that one." *

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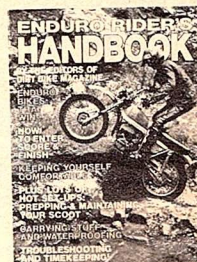
Cont'd from page 36

keeping its engines running. The West German GP at Bielstein presented the 250s with the same soupy mud and solidly wet air that it had hit the 500 class with last year, and to the perpetual, "Who's faster than who?" was added the query: "Who's a mudder?" The answer was Gaston Rahier.

The 250 class has been under a kind of publicity blanket this year. With the reigning champion, Hakan Andersson, out for the season due to injuries, and with the 250's perpetual glamour boy Joel Robert winding down his spectacular career in singularly nonspectacular fashion, the 250s have been somewhat lost in the shadow of the 500s. Yet, the race for the 250 title is one of the closest in years. Going into Bielstein, the Russian KTM rider, Guenady Moisseev, was first in the standings with 102 points followed by Czechoslovakia's Jaroslav Falta at 82. Harry Everts, the early season leader, was in third, with 74 points for his Puch.

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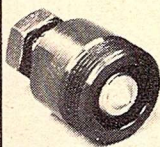
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The next five riders — Rulev (KTM), Hanson (Kaw), Halm (CZ), Maisch (Mai) and Rahier (Suz) — were separated by only 28 points. Mud or not, no one could afford to relax at Bielstein.

Gaston Rahier got the jump at the gate and never got dirty, as he led the first moto from start to finish. He was helped somewhat by Harry Everts' fall in the mud during the stampede to the first turn. Everts survived his crash and the subsequent near-trampling, and went on to finish the moto in tenth.

The only challenge to Rahier during the first moto was Jim Pomeroy. Riding an odd season in which he is perpetually a challenger, perpetually feared by the other riders and perpetually failing to finish because of a broken motorcycle, Pomeroy was in second and gaining with each lap when his Bultaco got bored and shredded its transmission. Moisseev finished in second after Jim pulled out, crossing the line only 1.8 seconds behind Rahier. Had the Russian begun his charge just a little sooner he might have

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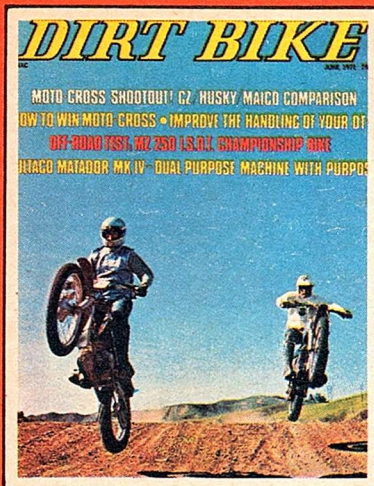
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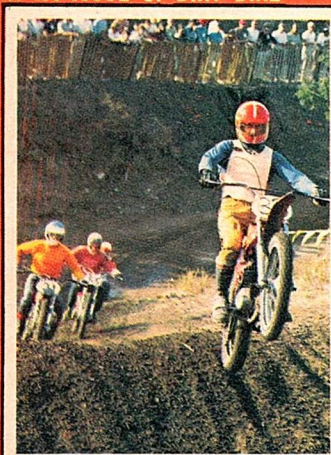


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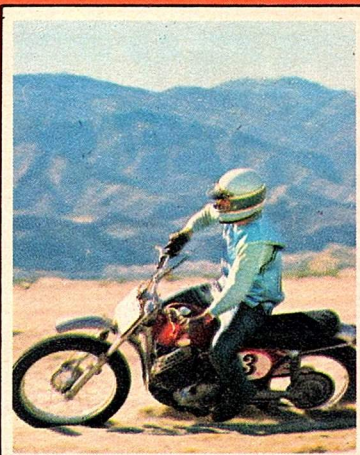


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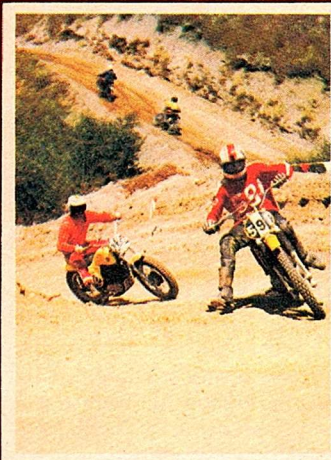
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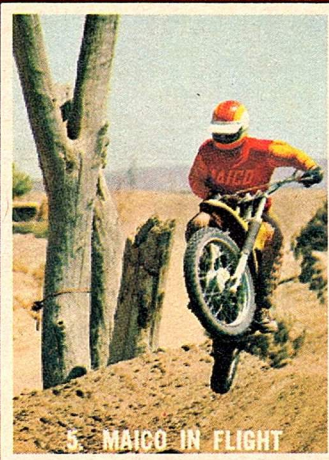
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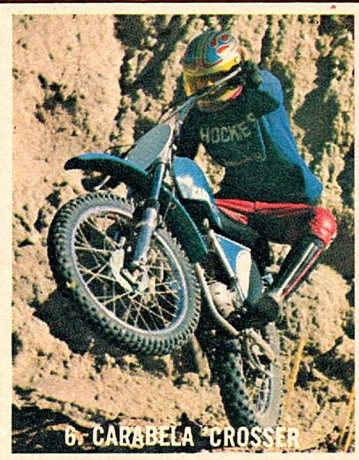
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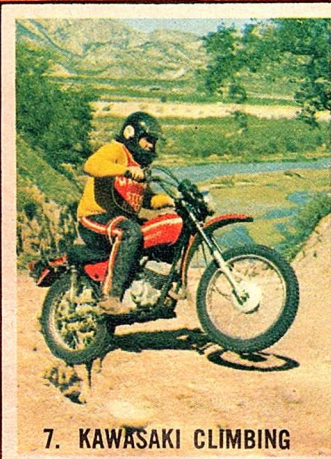
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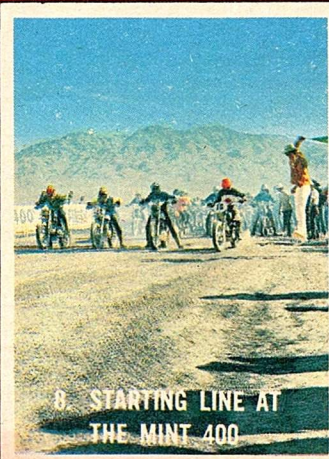
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had the win.

Except for the Russian, it was a Suzuki moto. Sylvain Geboers came in third, followed by Joel Robert in fourth. It was Joel's second fourth of the year, nothing higher, and the look on his face said he wasn't satisfied.

Robert may be too far past his racing prime to put together a season, but he can still dominate a moto when the mood demands. Out of the gate in the second moto it was Torlief Hansen, Moisseev and Rahier, with Robert, Falta, Everts and Allen not far back. The pack quickly began to string itself out as the riders worked their way through the muck. Hansen got a flat tire and began dropping back. Falta began challenging hard, and by lap 13 had moved into the lead. Rahier and the others were holding position — except for Robert.

Wearing white cotton gloves and Barbour-type rain pants over a stylish pair of cords, the former champion decided it was time. He took fellow-countryman Rahier as Falta moved into the lead, and a lap later he motored by the surprised Czech and held that lead for the final two laps of the moto. Joel Robert had won his first moto of the year, and while it didn't put him in position to challenge for the 250 title, it must have felt good.

Jim Pomeroy didn't feel good till later. On the eighth lap Bimbo found a neutral instead of a gear with the throttle full on, flying suddenly over the bars and pinning his knee between the bars and the tank. A bumper ending to an all-around bad day, but Pomeroy must almost be used to it at this point. Things were somewhat better in the pits, though. Jim found a lovely, dark-haired Belgian lass who felt very sorry about his knee, wanting to make it up to him. Even though it wasn't her fault, he probably let her.

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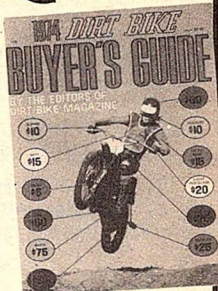
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MAICO 450

Cont'd from page 44

tumble at last year's Livermore Trans-AMA. The brakes are strangely adequate, if you'll allow us the anomaly. They don't nail you dead like Japanese units, but they're not hit-or-miss affairs like some other European designs. They slow you down at a fairly consistent rate with little chance of lockup. Toward the end of a long moto when you're tired and open for mistakes, this can be a great advantage. However, when you've left the throttle on too long coming into a tight turn with a chain-link spectator control barrier, this could be a serious disadvantage.

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TEX-AMA

Cont'd from page 58

power-sapping that Steve Stackable ran out of a full tank of gas in the first moto. Then his clutch burned up — while Howerton fell down, got up, fell down, got up, all the way to the checkered flag. Wyman Priddy, who might have given Howerton a good run, lost his Kawasaki in the mudhole and spent the afternoon trying to recover it.

RIO BRAVO

Racing at Rio Bravo is like racing in a terrarium. The track lies on the outskirts of Houston and is carved out of semi-tropical jungle. It may not always rain, but the air is always super-humid, and sometimes so still that the dust from the first lap lingers until the end of the moto. Add to this 90-degree temperatures and you have the Tex-AMA finale.

The racing was somewhat anticlimactic, considering the fact that the final race of any series should have dramatic come-from-behind finishes and hard-won battles that people bench race about for months.

Gary Jones had already wrapped 250 and Open.

up the 125 overall and had no chance for the 250 overall, so he didn't bother showing up at Bravo. Since the overall was compiled from a rider's best three of four rides in the series, Howerton was already assured of the Open title and rode two classes today at Houston — the

Glen Johnson, a middle-of-the-pack 125er at the other Tex-AMAs, enhanced his series overall to third by winning the small bores way ahead of sporadic Danny Doss, who needed only to finish better than fifth to keep his position behind Jones.

Cont'd. on page 72

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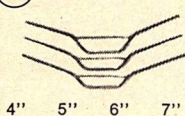
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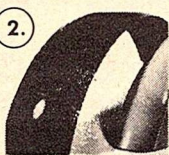
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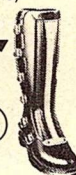
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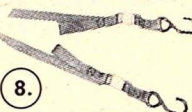
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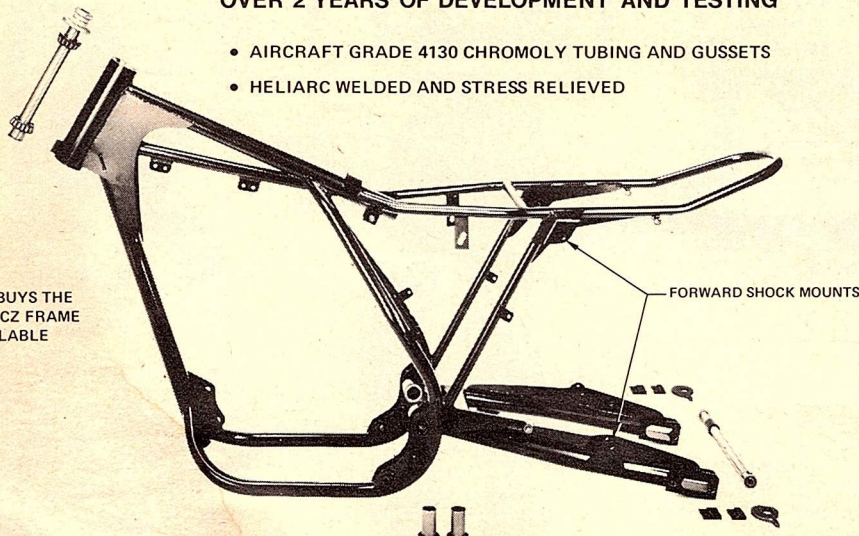
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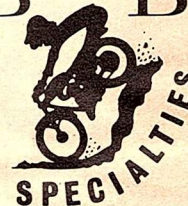
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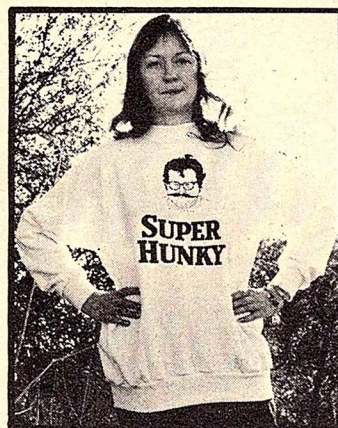
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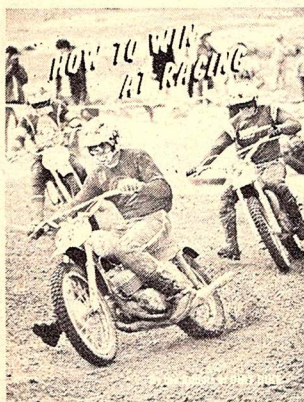
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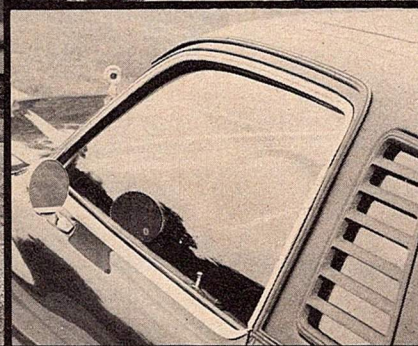
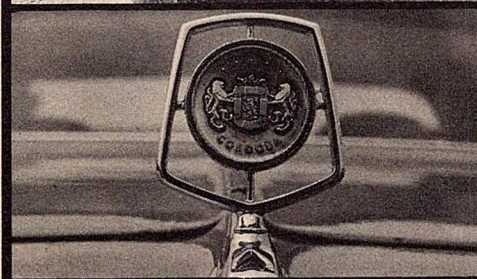
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